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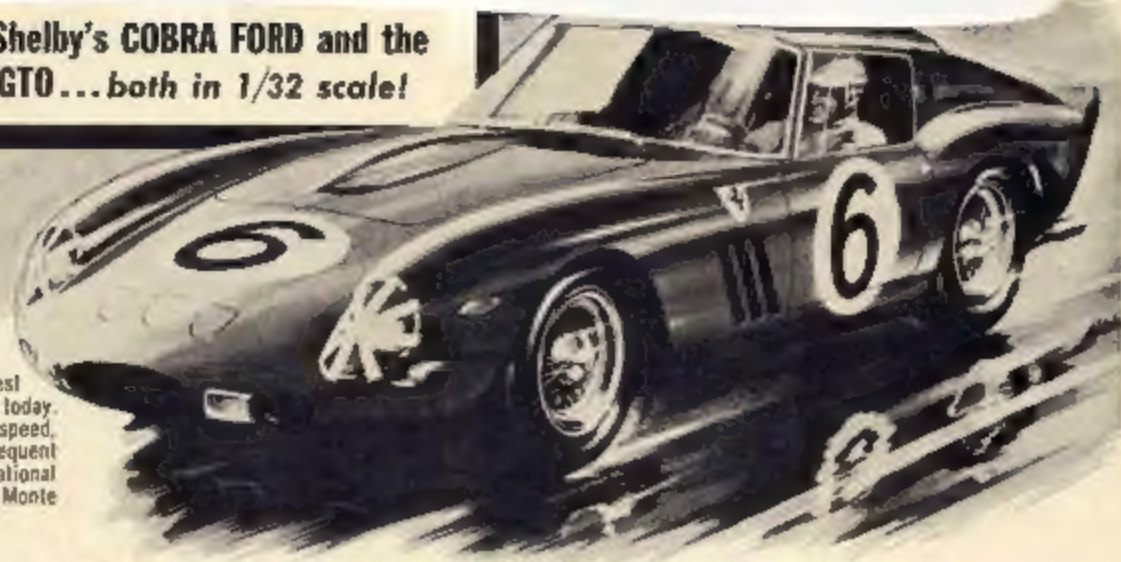
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Cover: That all-star line-up of dream cars in the spotlight this month gives you a colorful idea of the modeling excellence seen at the 1964 Fisher Body Craftsman's Guild Contest. You'll get a closer look at the winners beginning on page 18.



Ford Mustang—Custom Show Version



'56 Ford Victoria



'32 Ford Model B Deuce



'59 Chevy El Camino

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'56 FORD VICTORIA ■ A real queen! Go 4 ways. Stock Victoria, Crown Victoria, or do the Alexander Brothers custom version. And you can build a competition model. Doors open, front wheels steer, can be converted to slot racer.

'32 FORD MODEL B DEUCE ■ Deuce is wild! Build this favorite in stock, custom or racing

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'59 CHEVY EL CAMINO ■ Here's a pickup that will really put 'em down! Build 3 ways. Racing (with blown Caddy engine, scooped hood, headers, cheaters, 500 speed wheel), STOCK (with wheels that turn, tailgate that opens and closes), CUSTOM (with custom grilles, head and tail lights, recording console, speakers).

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MODEL MAIL

STRETCHING CHROME FRAME?

I have been working on a '62 Ford Galaxie for some time now and would like to know if it is possible to "stretch" a Revell chrome frame to fit the Galaxie. Also, I want to do brake lines on my car but there's no master cylinder. What should I do?

Robert Chin
Brooklyn, N.Y.

The Revell frame has a wheel base approximately 10 inches shorter than your '62 Ford Galaxie. Assuming that you want to keep the chrome as good looking as possible, I would suggest you use two of them. Mark both of them at a common point through the center of the cross member. To add the additional inches in 1/25th scale approximately .400 of an inch will have to be added, so mark one frame .200 of an inch back of the common line and cut off. Save the front half. On the other one mark a line .200 of an inch in front of the line and cut off. Save the rear half. Upon joining the two parts the wheel base will be .400 of an inch longer.

A brake master cylinder should be no problem to make out of scrap plastic from your kit. They are a relatively sim-

ple shape, or use one from some other kit such as Revell's '57 Chevrolet.

MCS TWISTER

I would like to buy a MCS twister shown in your July '64 issue. Is it on the market as yet?

Tom Carter
Pleasant Hill, Calif.

I would like you to send me the plans for the MCS Twister and a list of the places that sell slot racing parts and equipment.

Tim Leonard
Lincolnton, N.C.

No fellows, the Twister is not on the market and to our knowledge no one is thinking of producing it. We thought it was a subject you modelers would like and your letters justify our articles on it, but the only models or patterns we know of are those made to illustrate the article.

SCALE TOOLS

I would like to know if Revell or AMT puts out a set of tools in 1/25th scale. If not, would you tell me what kits do.

Larry Sather
Corvallis, Oregon

Check your dealer's stock of Revell Custom car parts and you will find what you are looking for. It contains tools of all kinds including a hydraulic jack, and they're all plated.

SMALL SCALE PEOPLE

Can you tell me if there are HO scale "mini-people" on the market today and if so where can I buy them?

Bruce De La Forre
Newburgh, New York

If you are just interested in H.O. people, yes there are a number of them on the market, but Ulrich does not produce mini-men in H.O. scale. Those that are available are produced by the manufacturers of H.O. railroad equipment. There is quite a variety of them. I am sure some could be adapted to your needs.

CUTTING TOOLS

Could you tell me what is the most satisfactory cutting tool for cutting doors, windows, trunk, etc?

George Stanwick
Amsterdam, New York

Many tools work satisfactorily for cutting out doors, windows and trunks.

Continued on page 8

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MODEL MAIL Continued from page 6

among them are the Auto Hobbies cutter, Zona, Strombecker or X-acto saws or a fine blade jeweler's saw. Work with all of them and you will soon find that each has certain advantages. Know when to use each and you will be way ahead. There is no one tool that is superior to the others in all operations.

PORSCHE FORMULA 1

I would like more information on the Porsche Formula 1 on Pages 46 and 47 of your June '64 issue. I would like to know who made the car and more details on the construction of this unique model.

Dwight Burns
San Diego, Calif.

Dick Dobson's Porsche is a scratch built item, just look at the wonderful detail in the front and rear suspension units, however there are vacuum formed shells available in both popular scales produced in Southern California so your dealer should be able to obtain one for you.

COBRA CRAZY

I plan to get one of the new Revell 1/32 scale Cobras, will a Revell-Pittman 66 fit the chassis? If not, what would you suggest? Should I gear the Cobra high or low?

Richard Kurzawa
Detroit, Mich.

Yes, the Revell RP-66 will fit in the Cobra, however I suggest you get Revell's Cobra kit and use the SP-500 motor included. Remember, the Cobra is a small car and the SP-500 has more than enough to make it go. As for gearing, this depends upon your track as to what gearing would be best. Try both gears included in the kit and see which gives you the best performance.

CLASSIFICATIONS

I am stuck on the classification of dragsters. Where can I send for information on this?

Bob Bell
Easton, Pa.

Drop a line to Auto World, Box 961, Scranton, Pa. They will be glad to send you a copy of the racing rules.

POWERPACKS

I have a Strombecker racing set. I would like to know, if I could put a twenty-four volt powerpack on my track. It has a twelve volt power pack on it now. Would a twenty-four volt powerpack increase the speed of my cars?

Jerry Cooper
Columbus, Ohio

Yes, it could be done, but it is not advisable. Your motors will burn out much sooner. The speed would be much greater; in fact much more than anyone could handle properly on such a small track.

IN SEARCH OF A GROOVE

I enjoy reading the many informative articles in MCS about building your own track. Please tell me what can we use to make the slot if we can't find a power router anywhere in town, I don't want to buy one or get it from out of town. I don't know what to do, can you help me?

Jimmy Simpson
Amarillo, Texas

Finding a rental router can be a problem and some areas just do not have them. Your best bet would be to contact a local wood cabinet shop, they are sure to have one as part of their equipment. They will usually not rent it out but you may be able to talk them into cutting the grooves for little more than what the cost would be to rent a router. If you can reach an agreement, have all cuts well marked out and know just what you want them to do to avoid any lost time as they will likely charge you by the hour. Since they know how to use a router the job will usually be done in half the time and be much better than if you did the job yourself.

ARMATURES

I have a Pittman 85A and recently bought a 6 volt armature. What I would like to know is there is any special way to epoxy the windings.

Jack Ray
Van Nuys, Calif.

There is no special way to epoxy an armature, just some do's and don'ts. Apply the epoxy to the wires only, use care and apply only a little at a time using a match or toothpick. Do not get any on the commutator sections. For best results rebalance after epoxy has cured and then remagnetize after assembly.

REMAGNETIZING

I have heard that if you wound a coil and hooked it to the poles of a battery, you could remagnetize the motor by inserting it in the center of the coil. Is this true? Clifford Costa

Stanton, California

Only in theory, there is a lot more involved to do the job properly. You will be wasting a lot of time and effort. It's much easier to have it done properly and know your magnet is at full strength.

ADDRESS PLEASE

Could you please give me the address of the Super Shells Plastic Bodies. I am particularly interested in the Ferrari 2501P body with wheels.

Robert Lawrence
Sarasota, Florida

Super Shells are an English manufacture of 1/32 scale components. Their address is Super Shells, Harpenden, Herts, England. I am sure some of the more aggressive hobby dealers stock their items.

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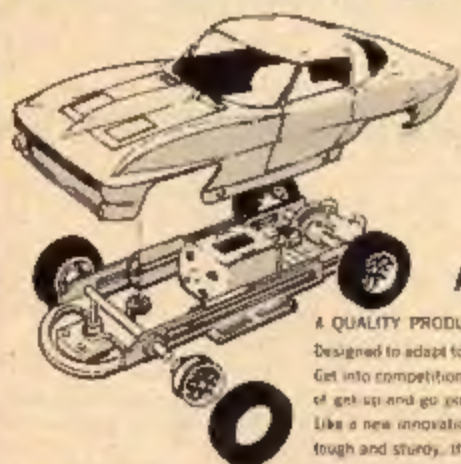
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A QUALITY PRODUCT designed with the slot racer's needs in mind. Designed to adapt to any kind of racing for either the expert or the novice. Get into competition with this HOT MILL. A real going gasser that has lots of get up and go power. A DRAGGIN' WAGON with lots of new features. Like a new innovation in frame design that is lightweight, non-magnetic, tough and sturdy, that easily adjusts from a 1/32 car to a 1/24 car.

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CAR OF THE MONTH



'64 Ford G.T.

NEW NATION-WIDE CONTESTS TO OPEN

THE REVELL-TESTOR International Model Car Customizing Championship Contest in conjunction with the International Championship Auto Shows will be held in 23 cities during 1964-1965. First Prize for the National Champion will be a 1965 Chevrolet Corvair Monza Fastback with "four on the floor," bucket seats, and a hot engine. To date, contests have been scheduled in the following cities:

New York City, N.Y., Sept. 18, 19, 20; Philadelphia, Pa. Oct. 2, 3, 4; Montreal, Quebec, Can., Oct. 9, 10, 11; Chicago, Ill., Oct. 23, 24, 25; Milwaukee, Wisc., Oct. 30, 31 and Nov. 1; St. Louis, Mo., Nov. 6, 7, 8; Houston, Texas, Nov. 27, 28, 29; Cincinnati, Ohio, Jan. 8, 9, 10; Dallas, Texas, Jan. 15, 16, 17; Detroit, Michigan, Jan. 22, 23, 24; Toronto, Ont., Canada, Jan. 29, 30, 31; Indianapolis, Ind., Feb. 19, 20, 21; Norfolk, Va., March 5, 6, 7; Buffalo, Va., March 12, 13, 14; Washington, D.C., April 2, 3, 4.

When more cities and dates are added to the schedule, you will be notified in future issues of MCS.

The classifications are similar to those used in the classifying of real cars. They are as follows:

1. **RADICAL** — a car that has a major body change — top is chopped, or body sectioned, or perhaps is "scratch built dream."

2. **MILD CUSTOM** — a car that has been changed without any drastic body work. Basically, changes tend to be "cleaning up of existing body lines."

3. **COMPETITION** — as name implies, classification includes dragsters, modified street coupes, Indy type cars, etc.

4. **PAINT** — the class is self-explanatory, and the winner will be selected out of all entries.

Modelers may enter any 1/24th or 1/25th scale model car, any model, any brand, any year. Each car entered will be eligible to win the Paint Award, as it will be selected out of all of the entries. This will make it possible for one entry to be a double winner.

The contest rules are as follows:

1. Absolutely no displays will be accepted.
2. No plastic display cases will be accepted.
3. All cars will have identification-information tags completely filled out and securely fastened as they are brought in for display.
4. All cars must be picked up on last night of show.
5. All precautions will be taken against theft, and/or breakage. However, neither Revell, Inc., Testor Corpora-

MODEL CAR SCIENCE

tion, nor Promotions, Inc. can be held responsible in the event of loss or breakage.

6. No models will be accepted after 2nd day of show.
7. Judges decisions will be final.
8. Contest is open to the general public, except for employees and families of Revell, Inc., Testor Corporation and Promotions, Inc.
9. In case of ties, duplicate awards will be made.

The four winners in each city will be awarded a Revell Testor Championship trophy. These four winning cars will then be sent to Washington, D. C. for the Revell-Testor International Championship Finals to be held April 2, 3, and 4, 1963. The judges at that time will select and announce the First Place Winner. The individual champion will be notified and flown to Washington, D. C., all expenses paid via American Airlines and will be presented with his First Prize, a 1965 Chevy Corvair.

The contest is easy to enter. If you live in or near a city where one of the International Championship Auto Shows will be held, check with your local hobby dealer and pick up an application tag. All you need do is fill out the tag and present it with your model car to the International Championship Auto Show before noon on Saturday but not before noon on Friday of the week of the show. All modelers submitting model cars will be given an exhibitor's pass which will entitle him to free admission to the show, plus discount tickets for his friends.

As the contest progresses across the country, you will be able to follow the action with full photo reports on the pages of Model Car Science.

Slot Racing Indy

As you read this, a scaled down version of the world famous Indianapolis 500 Mile Race, sanctioned by the Indiana Miniature Racing Association, is taking place in Indianapolis. The Speedway Motel, located on the grounds of the "Brick Yard," is the site of this race event.

This race is following usual Speedway procedure with qualifications, a 33 car starting field and a 200 lap distance. In all fairness to entrants not familiar with this track and oval type racing, IMRA members are not competing but are furnishing the necessary organizational personnel to aid all the actual participants.

Among numerous activities scheduled for the participants are a tour of the Speedway Museum and a lap of the track itself. The slot racing "500" includes all the trimmings such as Pat Vidan, official starter of the Speedway, television coverage, Indy drivers as stewards, technical committee members and a beautiful trophy girl to present the winner the traditional victory kiss.

OCTOBER 1964



I predict you will want to make this model of the award-winning

PREDICTA

by MONOGRAM

"Out-of-this-world" model
scaled from original
full size car styled and
built by Darryl Starbird
1/24th Scale



PC95 • \$1.49



Original Car Winner
of Four Custom Car Show
and Car Magazine Awards
in One Year

Attention Grabber!

Operating Bubble Top—Opening and Closing
"Unistick" Steering from Cockpit

Basically, the Starbird-built Predicta is a 1957 Thunderbird with fuel-injected Chrysler engine. This beautiful car in one year was Sweepstakes Winner at Oakland Roadster Show—Motor Life Magazine Top Custom Car—Car Craft Magazine Top Custom Ten Winner—Miami International Motorama Overall Winner.

The Predicta model is an authentic and faithful copy of the real car with detailing and features seldom found in a model this size and at this price. Transparent bubble realistically opens and closes. Wheels steer with "Unistick" lever in cockpit through ingenious and fascinating mechanical movement. Completely detailed interior with TV set, reclining bucket seats and unusual appointments. Big Chrysler engine, chassis and underbody are amazingly detailed. Wheels are chromed, reverse-rim

with white wall tires. Chromed firewall too. 90 precision parts in two colors, chrome finished and clear plastic.

The Predicta is an attention grabber—and a model such as you have never seen before—far ahead of even today's advanced car designs. You will want to build it and show off the model when it's finished. See the Predicta kit at your favorite store. You'll know what we mean.

Monogram Models in
Marion Grove, Ill.



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NEW TO SCALE



Model car builders can now have full
functioning doors, hood, trunk and tops.
These new hinges are fully concealed for
modern day customs or older cars where
you don't want the hinge to show. Hinges
are fully guaranteed against breakage
and made of metal and plastic. The
doors also feature magnetic locks. Price
is 50¢ from Auto World.



Dracula in a dragster and Franken-
stein in a sliver are the newest kits
from Aurora. Dracula drives his rail
at what appears to be considerably be-
yond any legal speed limit, his red

cape flowing behind, a bat to ornament
the radiator and synthetic flames shoot-
ing from the rear. Frankenstein rides his
custom-designed sliver with cotton
smoke pouring from the engine and a
winsome decoration of skulls on the
wheels, playing a yo-yo that has a re-
markable resemblance to an eyeball.



All the tools, blades and finishing
equipment that a customizer, model-
maker or do-it-yourselfer could need for
even the most intricate and demanding
projects are included in the new X-acto
No. 89 Deluxe Hobby Tool & Knife
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make a fine gift for anyone who takes
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write X-acto, Inc., Dept. MCS, 49-41
Van Dam St., Long Island City, New
York.



A completely chrome engine and both
stock and custom carburetors are fea-
tured on Revell's new 1/8th scale Custom
Show Bike. This \$3.00 kit also

MODEL CAR SCIENCE

includes real rubber tires and two types of high-riser handlebars. There is also a custom exhaust system, custom fuel tank, ignition wiring, fuel lines, control cables, custom seat, and a chromed "Sissy Bar." When assembled this Triumph measures approximately 11 inches long and seven inches high.

★



An independent rear suspension system using miniature universal joints with full coil springs is the first of two new items from Ulrich Co., Inc. The chassis kit uses aluminum castings and brass stamping construction and contains a built-in body mount similar to the one marketed by this company. Assembly is extremely simple and is accomplished by only three screws. The price, less wheels and motor is just \$3.98.

The second chassis kit is a conventional "in-axle" type also using aluminum castings and brass stamping construction, but also contains a novel feature to assist the "driver." This kit includes a cast swivel front axle and pick-up carrier. The swivel front keeps the pick-up in the slot even when one rear wheel raises off the track. Thus no loss in power is encountered and the car may be accelerated back on all four wheels without spin out or loss in traction. This kit also contains a built-in body mount and lists at \$1.98.



Economically priced at \$1.98, the Buzco X-10 should become a favorite motor with slot racers everywhere. The midsize unit will develop 10,000 RPM at 12 volts. Replaceable brushes are available at 49¢. Units are sold at most hobby shops.

Continued on next page



24 HOUR ENDURO

AROUND THE CLOCK

25th SCALE NOV. 7th, 1964

FOR PARTICULARS, CONTACT

SLOT CITY

5525 CHICAGO AV. CHICAGO 60651

NOW IN PRODUCTION. Pittman's new DC-196A 12-volt motor—successor to the famous DC 196—is now rolling off the production lines. The smallest motor in the Pittman line, the powerful DC 196A is loaded with the features you've asked for. New gear bracket will accept $\frac{1}{8}$ " axle with crown and pinion gear or bevel gearing to a maximum axle gear diameter of $\frac{3}{16}$ ". Maximum operating speed—21,000 RPM. $2\frac{1}{4}$ " long, $\frac{1}{2}$ " wide (including gear bracket) $\frac{1}{2}$ " high. Gearing of 4:1 or higher will accomplish best results. Price—\$4.25. As with all Pittman motors you may encounter some delay in delivery of the new DC-196A. But Pittman motors are being manufactured at the fastest speed possible consistent with Pittman's high standards of quality and workmanship.

THE HOTTEST 12-VOLT MOTOR MADE FOR 1/32 SCALE CARS!



**PITTMAN'S
NEW
DC-196A**

Coming Soon from Pittman Research
NEW IMPROVED DC 196A
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NEW TO SCALE
Continued from preceding page



Tyco Presto-Matic is a new slot controller that gives either dynamic or reverse polarity breaking by simply selecting the appropriate wiring method. Tyco contends that this \$1.49 controller will allow the driver to give his car all the power it will take on the straightaways, since he can control it against spin-outs and roll-overs on the turns.

*

TRU-JET WHIZ

Jet Propelled Race Car



Speed runs up to 100 ft. are possible with the new Whiz Jet propelled race car that runs on a powerful but harmless, cool, non-flammable pressurized gas. The streamlined colorful Whiz features super high impact plastic construction, powerful replaceable hi-thrust Tru-Jet Motor and customizing decals. Whiz cars will soon be available in hobby shops for \$4.95. If there is no dealer near you, send cash, plus 25¢ each for postage to the Victor Stanzel Co., Dept. MCS, Schulenburg, Texas.



A new Jump Track section with realistic terrain base, pond hazard and pylon overpass supports, is the latest item from Strombecker. The receiving track has walled sides, while the jump track has a finished end. This jump can be used on any Strombecker track in the place of a regular straight track section. Retail price is \$4.00.

MODEL CAR SCIENCE

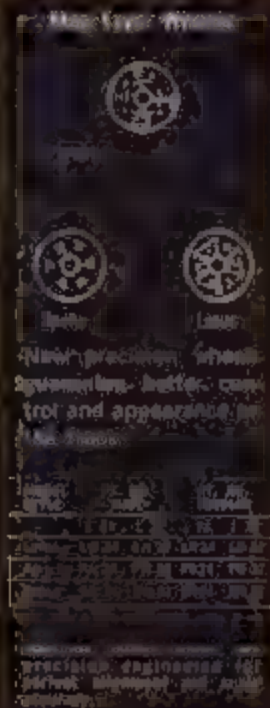
NEW WINNING CONTROL FROM CORBEN

Corben's precision line of model car racing equipment is now augmented by the new Model 112A Hand Controller and engineered mag-type scale wheels. These two new items, now available from Corben, have been tested over a year and are available from your Corben Dealer or contact:



Corben MODEL CAR RACING

2017 Hubbard Avenue
Santa Monica, California
Corben the winner wherever
model cars are raced!



STROKER MCGURK

THE HOT RODDER'S BUDDY

NEW!

\$1.00



HE ROCKS AND ROLLS ON HIS SURF/ROD! Right from the pages of Hot Rod Magazine. Build this demon of the deep with his blown-Chrysler Hemi-head. He's 7" tall and spring-jointed at the waist to twist and turn when deck or window mounted. A real wingard. Stroker, Key, Tag included in every kit. All just a buck!

FREE! Official Stroker McGurk decal for your rod or room. Send stamped, self-addressed envelope to:



MODEL PRODUCTS CORPORATION

522 HUBBARD AVE. MOUNT CLEMENS, MICHIGAN

Kemtron's 24 page new catalog "B", 1964, for Slot Racing frames and parts is fully illustrated and offers 17 frames — each specifically designed for a given motor. No adaptors needed.

This 25¢ catalog features a removable page with scale rulers for 1/24, 1/25 and 1/32 scale. Also a chart for quick line up of frames and wheelbase adjustments. Another feature is the "Glossary" of words. Keep everyone "Hep" with the correct word or term!

Kemtron's address is P.O. Box 1952, Fresno, California.

*



CorBen has developed a hand controller which they contend will not arc or short out. This \$9.95 model 112A incorporates a built-in brake that is weighted for positive control. The plastic grip is grooved to prevent slippage and is fully insulated for safety. For additional information contact CorBen Model Racing Equipment, Dept. MCS, 3017 Nebraska Ave., Santa Monica, Calif.

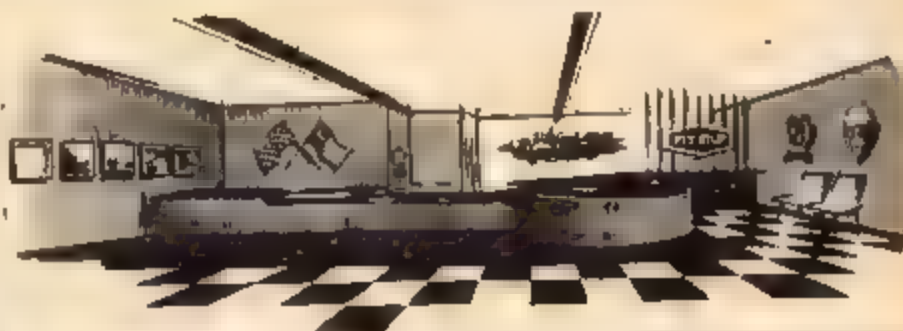
*



A fully adjustable chassis with a touch and roll front end is the latest International Industries chassis. The complete kit can be purchased for \$1.98. Pittman 85A and 85A-6 motors can be used on this unit. The new International Dragster chassis fits both DC85A and 85A-6 motors. The assembled kit includes swing arm pickup, and bronze oilite bearings and spacers. Slight modifications make it possible to install the Pittman 65A and 65A-6 motors. The unit price of the new chassis is \$2.25. For additional information contact International Engineering, Dept. MCS, Box 1025, Redondo Beach, California, 90278.

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17627 Sherman Way
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HOT CURL
THE SURFER'S IDOL
NEW!
\$1.00

WATCH HIM WIGGLE! Build this exact replica of the pot-bellied, droopy-drawered, spindle-shanked mascot created by surfers at California's LaJolla Beach. He's 8" tall and spring-jointed at the waist to rock and roll when mounted on dashboard or in window. A real swinger! Hot Curl key tag in every kit. And the whole wild works for just a buck!

FREE! Official Hot Curl decal for your lumber, red or room. Send stamped, self-addressed envelope to:

MODEL PRODUCTS CORPORATION
222 HUBBARD AVE. • MOUNT CLEMENS, MICHIGAN

FIRST REPORTS

BIG NEWS IN CAR KITS

AMT

Five great new \$1.50 AMT 3-in-1 kits are now available from your hobby dealers.

The first is the Ford Mustang in four eyepopping versions plus the original Mustang II show car version. With this kit, both stock and racing versions can be built in either convertible or hardtop versions. The standout features include inset headlights, knockoff mag wheels, custom grille, roll bar and support harness, custom steering column and gearshift, air scoops, rally pack and bucket seats with custom headrests.

A customizing kit of the 1964 Lincoln Continental Hardtop is complete in every detail, right down to a realistic 1/25th scale driver. For the luxurious touring version, there are two suitcases, a luggage rack, water bag, air conditioning and rear seat refreshment bar with operating cabinet door. A McCulloch blower adds extra power. Included for the custom version are unique front and rear grilles, radically different bucket seats with headrests, sharp wheels from the Continental Mark II, plus a battery of extra accessories.

AMT's version of the 1964 Buick Wildcat hardtop makes this model truly an executive hot rod. Customized by Bill Cushenberry, the standout features on this wild Wildcat include custom hood, taillights, side exhausts, bumper, steering wheel, gear shift and bucket seats. For racing fans, the "Cragar" manifold, special headers, racing rims and blown engine will really make this Wildcat go!

The 1964 Pontiac GTO hardtop is packed with custom parts and speed equipment. Featured with detailed realism are the racing hood straps, steering wheel, full roll cage, tri-power, racing air cleaner, mag wheels and racing slicks.

Designed by Gene Winfield for stock, custom or parade enthusiasts, the 1964 Imperial hardtop features a 1/25th scale driver, fender flags, two speaker systems, citizens band radio, and many other goodies to create a luxurious parade vehicle.



Ford Mustang
(competition version)



Chrysler Imperial Hardtop
(stock version)



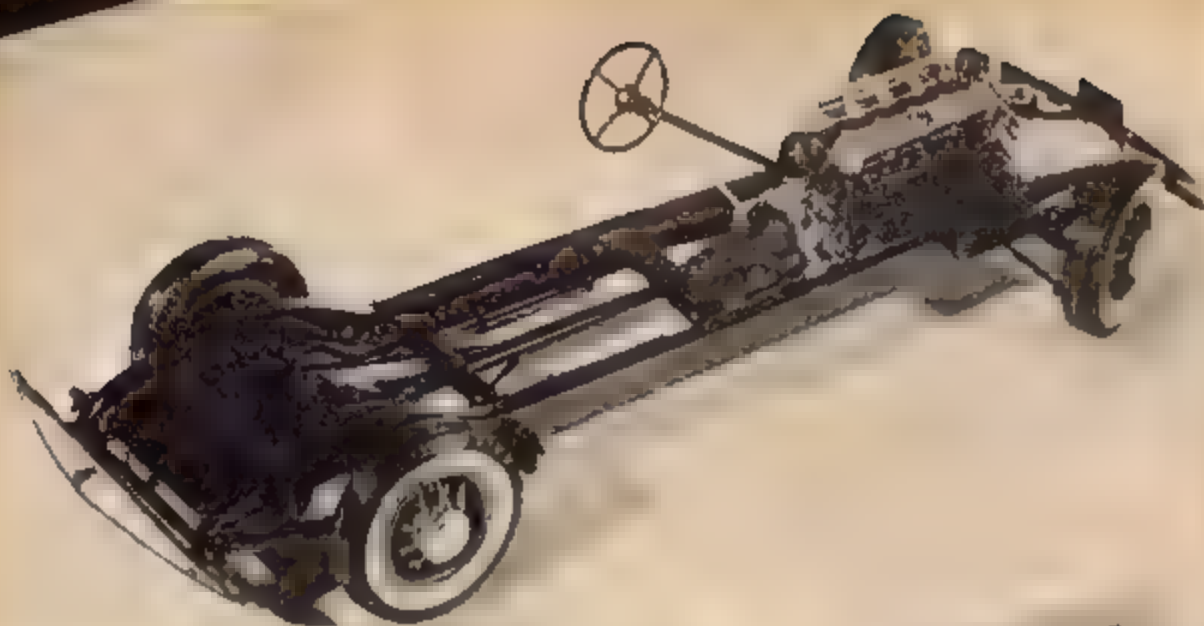
1964 Buick Wildcat Hardtop



Pontiac GTO Hardtop (racing version)



1964 Lincoln Continental



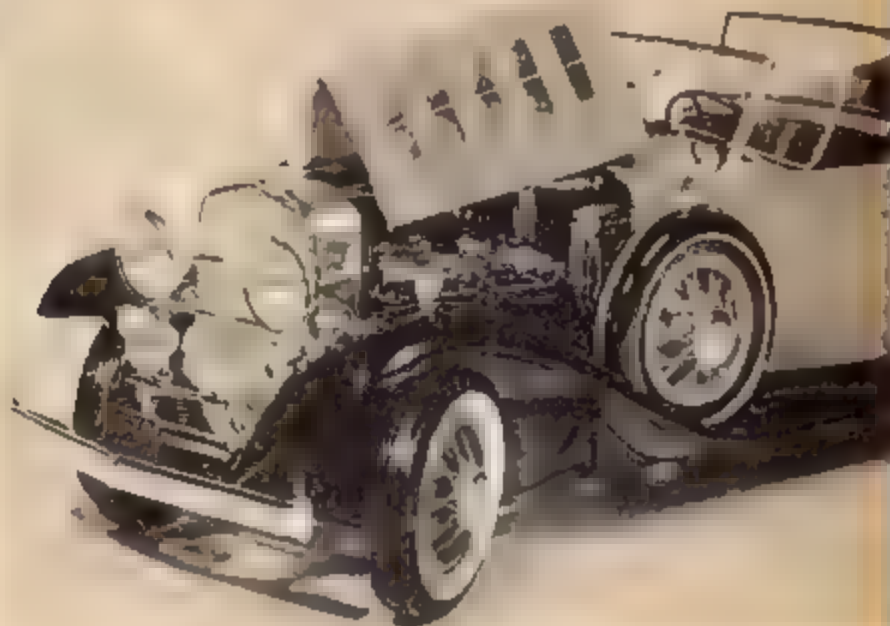
JO-HAN

One of America's most outstanding classics, the 1931 Cadillac V-16 Sport Phaeton, is now being offered by Jo-Han.

With over 160 parts, this fabulous new 1/25 scale kit features such items as: steerable wheels, 2 side mount tires, removable top, removable boot, a super detailed V-16 engine, parts in color and brilliant chrome and an operating hood.

Spoke wheels and white wall vinyl tires top off the list of extras that include a super detailed chassis, two windshields and super detailed interiors.

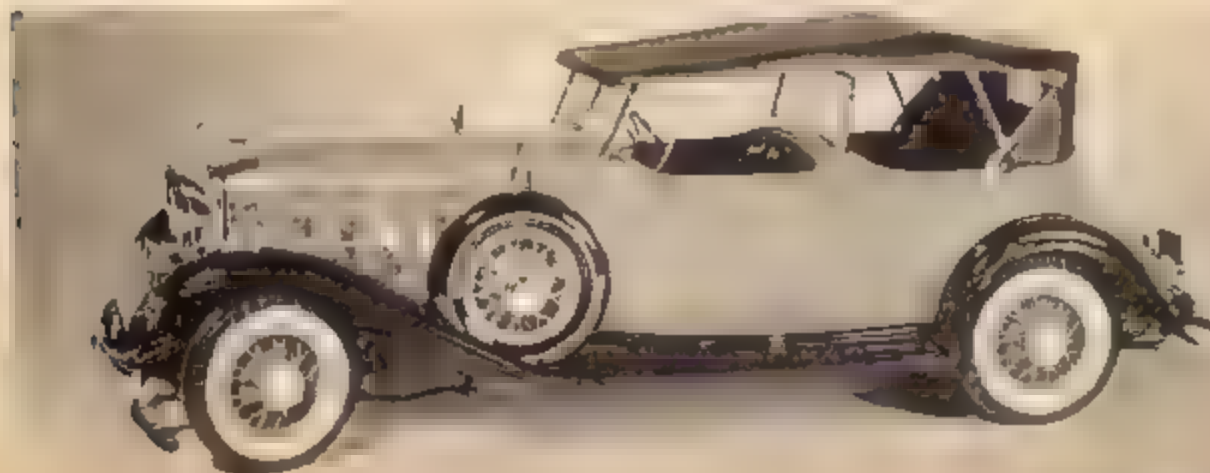
Exclusive Frame-Pak packaging on this \$1.98 model assures no rubbing or scratching of color or chrome parts.



Every part is securely locked in frame. Every frame is firmly held in position to prevent breakage. All parts are numbered for easier assembly.

When completed, this car would make

a great gift to anyone reminiscent of "the good old days" since Cadillac, in producing these superior cars, set a standard that started them on the road to American automobile leadership.



DREAM CAR MODELERS Complete Competition

Winners Named in America's Biggest Model Car Contest

By Stephen D. Ureffe



TOP SENIOR DIVISION WINNER. THIS CAR TOOK 900 HOURS TO BUILD AND EARNED A \$5,000 SCHOLARSHIP FOR TOM SEMPLE.
JUNIOR DIVISION WINNER. BELOW WAS PERFECTED IN 375 HOURS BY RICHARD JOHN OF ARLINGTON, VIRGINIA.





SECOND PLACE AND A \$4,000 UNIVERSITY SCHOLARSHIP WENT TO 13 YEAR-OLD JOHN DMLRA.

FIFTY EIGHT WINNERS of the Fisher Body Craftsman's Guild Contest have just been awarded a total of \$117,000 in cash and university scholarships. These young men were honored at a special dinner in Detroit as part of the annual Craftsman's Guild convention.

The two first place \$5,000 university scholarships were awarded to 19 year-old Tom Semple, 526 Holly St., Medford, Oregon in the Senior Division for boys 16-20, and to Richard R. John 13, Arlington, Virginia among Junior Division contestants, 11-15.

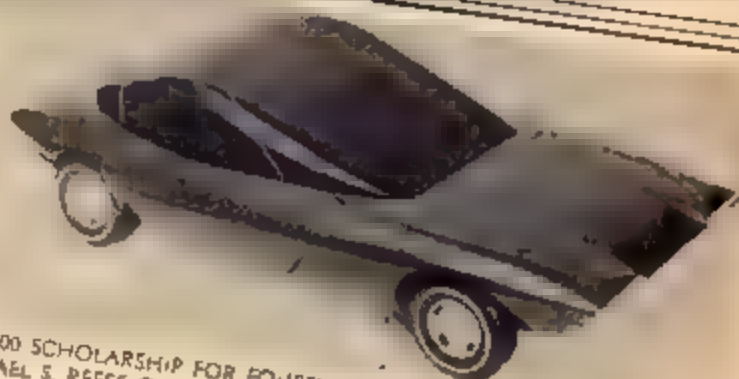
Semple won his top award with a black sports coupe model entry. The top Junior Division winner, John, used four years' experience in the Guild program in developing his blue and aqua hardtop sports car.

Runner-up in the Senior Division of the national finals and winner of a \$4,000 scholarship was Michael B. Antonick 19, from Mount Vernon, Ohio.

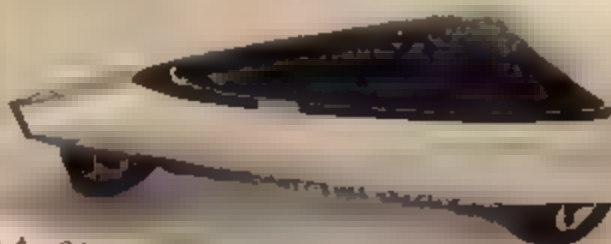
The Junior Division \$4,000 scholarship was granted to John M. D'Mura 13, Flagstaff Arizona modeler. Third place winners of \$3,000 scholarships were Richard L. Beck 20, Louisville, Kentucky in the Senior group, and Melvin G. Gable 14, Ypsilanti, Michigan in the Junior Division.

Fourth place awards and \$2,000 scholarships went to sixteen year-old

MICHAEL ANTONICK SPENT 600 HOURS PERFECTING HIS MAGNIFICENT MIDNIGHT BLUE TWO PASSENGER 'OPEN CATEGORY' ENTRY HIS SECOND PLACE WINNER FEATURES UNIQUE SCULPTURED BODY CONTOURS WITH THE PASSENGER COMPARTMENT SET TOWARD THE AFTER END PRIZE FOR THIS MODEL WAS A \$4,000 UNIVERSITY SCHOLARSHIP



A \$2,000 SCHOLARSHIP FOR FOURTH PLACE SENIOR DIVISION WENT TO MICHAEL S. REESE OF HOUSTON TEX. FOR HIS DARK BLUE SPORTS CAR

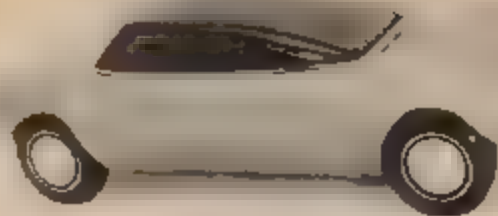


GEZA A. LOCZ WON A \$1,000 STYLING SCHOLARSHIP FOR EXCELLENCE OF DESIGN IN HIS MODEL CAR ENTRY



EXCELLENT QUALITIES OF DESIGN EARNED ROWLAND KANNER \$1,000





THIRD PLACE JUNIOR DIVISION WAS WON BY MELVIN GABLE 14 OF
YPSILANTI



RONALD E. PIETRUSKA IS RECEIVED A \$1,000 SCHOLARSHIP FOR
THIS ENTRY



WALTER PEELER ESTIMATES HE SPENT 226 HOURS ON HIS ENTRY —
A REAR ENGINE SPORTS CAR

Michael S. Reese, 5019 Kinglet, Houston, Texas in the Senior competition, and to Walter Peeler 15, Reelsville, Indiana in the Junior Division.

During the national finals, the professional Craftsman's Guild judges also selected ten model cars which exhibited excellence of design, regardless of the age group and geographic residence of the builder. These ten \$1,000 styling scholarships did not disqualify the winners from further participation in the Guild competition, whereas national scholarship winners became members of the Craftsman's Guild alumni and were no longer eligible.

Winners of the styling scholarships were Dean S. Bihler 17, Stanhope, Iowa; Leslie J. Goldman 19, 8030 South Clyde Avenue, Chicago, Illinois; Rowland W. Kanner 17, 8878 Shepard Road, Northfield, Ohio; John A. Lewis 17, 4922 Washington Boulevard, Indianapolis, Indiana; Geza A. Loczi 20, 7630 East Catalina Drive, Scottsdale, Arizona; Larry D. Miller 17, 5290 South Logan, Littleton, Colorado; Richard Ray 16, 445 West Mapledale, Hazel Park, Michigan; Stewart D. Reed 16, 10610 Peninsula Drive, Traverse City, Michigan; Ronald E. Pietruska 15, 12 Vassar Avenue, Stamford, Connecticut, and Joel N. Shusman 16, 49 Edgewood Avenue, Longmeadow, Massachusetts.

Since the Guild was founded in 1930, Fisher Body Division of General Motors has awarded over 1 1/4 million dollars to participants in the program.



THIS OPEN CATEGORY SPORTS SEDAN EARNED A \$1,000 SCHOLARSHIP FOR 20 YEAR OLD RICHARD LEE BECK



FOR DESIGN EXCELLENCE IOWA MODELER DEAN BIBLER RECEIVED A \$1,000 UNIVERSITY SCHOLARSHIP



JOHN LEWIS' SPORTS CAR CONVERTIBLE EARNED \$1,000



SUPERIOR DESIGN ABILITY GAVE RICHARD RAY A \$1,000



LESLIE GOLDMAN'S SCHOLARSHIP WINNING SPORTS CAR



BLUE OPEN CLASS SPORTS CAR BY JOEL N. SHUSMAN



SEVENTEEN YEAR-OLD LARRY D. MILLER'S STYLING WINNER.



OUTSTANDING DESIGN ABILITY EARNED RICHARD RAY \$1,000.

MODELING MOTORCADE



No, it wasn't made from a pumpkin kit! Coarse work was done by Florida modeler, Dennis Doty.

Here's another roundup of potential contest winners from across the nation. Each car demonstrates a valuable new idea in modeling craftsmanship.



Metalflake exterior and completely upholstered interior make this El Paso Falcon by Dave Hasler an ace.



Independence, Kansas modeler Douglas Buckles created this sports car racing team. Sting Ray is fully wired and upholstered. Both cars show the best in painting skill.



Designed, restyled and built by 22 year old modeler Don Culp, both entries here have been sectioned six scale inches. Hauler shows asymmetric styling on top and hood while the 64 Vette features operating lights.



Seventeen year old Gordon Coner from Millerburg, Iowa, started with a '63 Chevy Pickup, shortened the bed, added a few custom touches, and came up with this show stopping hauler.

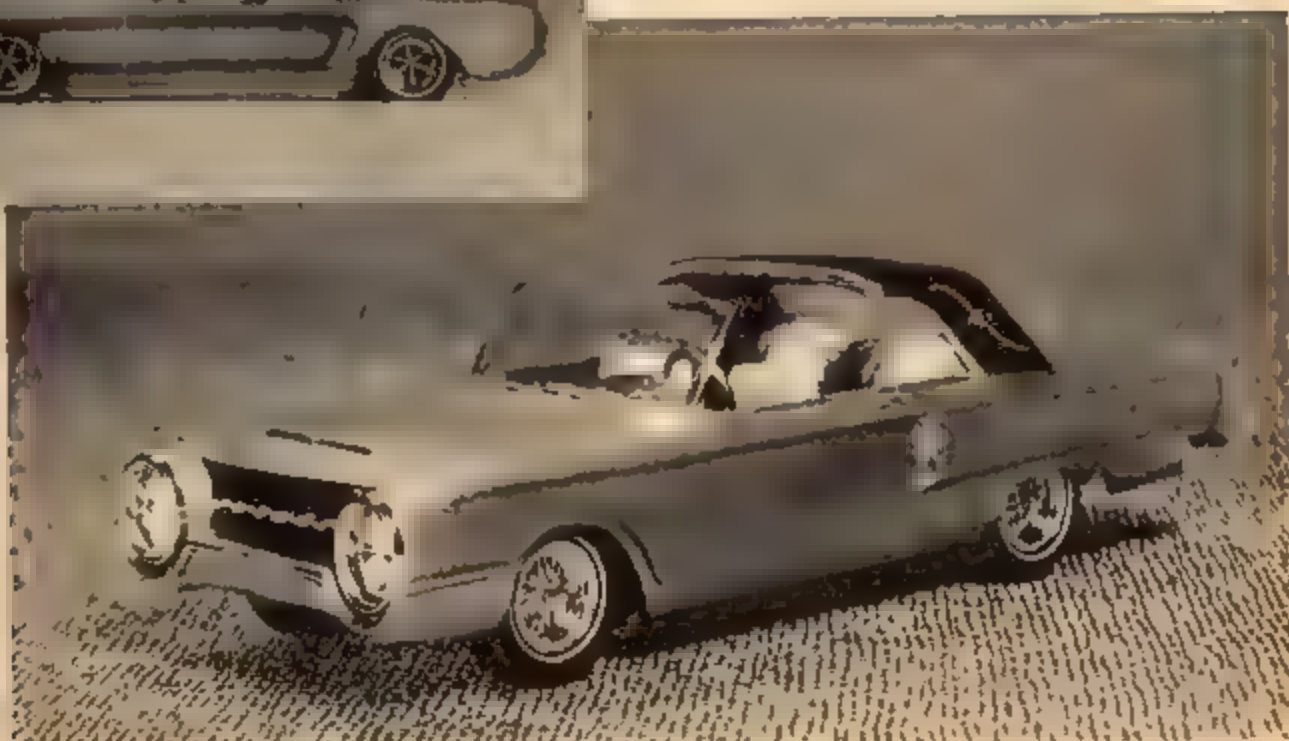


Omaha, Neb., customizer, Jack Hawk shows his skill with an early Ford coupe that is fully wired and ready to race.

Built entirely from scrap parts by John Paschke of Staughton, W.Va., this custom has a '57 Chevy roof and windshield molded to a '59 Buick body.



A chopped "Italian" fastback top makes this restyled '64 Mustang (below) tough competition in any contest. It was built by Ed Raum, a regular contributor to MCS.



Completely restyled as a sharp custom, this '64 Fairlane now sports quad Lucas lamps, '64 Bird taillights and landau irons from Monogram's '58 T Bird. Builder is Don Culp.



The most unusual features on this '39 Ford sedan are the chopped top and forward rake. Radical front fender treatment comes straight from modeler's imagination.

Worthy of note in any contest, this completely streamlined sports car shows forward thinking along realistic lines. With only the barest essentials for trim, it is still attractive because of its unique configuration.



Besides the perfect metalflake paint job, the convert with the T-Bird flair shows tasteful styling. For a topper, it also has operating headlights and taillights.



The fully wired '41 Willys by Revell was quite easy and loads of fun to put together according to Jeffrey Kuc of Port Chester, New York. Engine is Revell's '60 V8 blown Chrysler.

Bobbed rear fenders, wired Olds mill and sunliner top are the major features on this St. Charles, Mo., '32 Ford coupe by Steve Atwell.

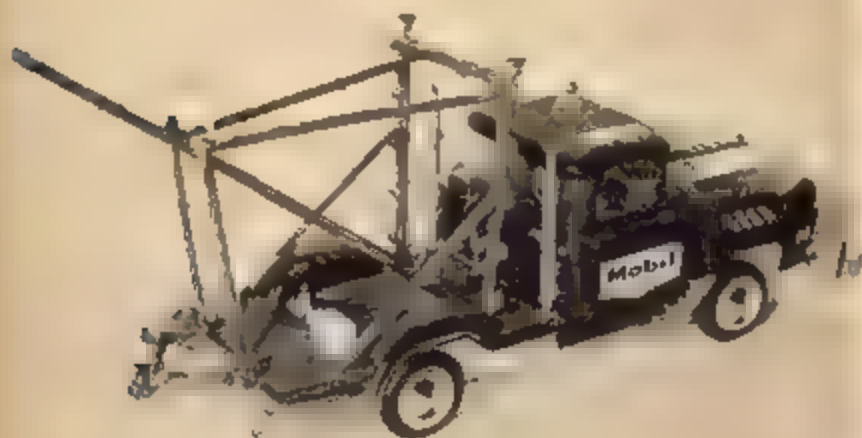




Radically customized for more show than go, this model demonstrates skillful blending of stock and custom parts.



It's what's up front that counts, and in this case, it's the driver that can count a mill staring over each shoulder.



An easy way to add Continental luxury to any model is elimination of half of the top for that limousine look.

Carl Campbell, Kirtland, Ohio, has outdone himself by altering a '61 Ford pickup into a beautifully detailed derrick truck.

The Chevrolet factory could take a few cues from styling ideas shown on this '63 Corvette built by Robert Lechner of Chula Vista, Calif. Twin air scoops on the nose and customized grille work add a truly racy flavor.



Arizona modeler Martin Valentine should be nominated for the brightest metalflake paint job ever! Looking further, note fully wired hemi-head 426 Dodge mill and steerable front wheels.



Paul Vogel went the limit with this '60 Pontiac when he installed an operating convertible top.



For those who like a "high boy" this is it! A rather complicated model, many parts are combined to produce this one.



Almost entirely devoid of chrome trim, this molded custom 'Bird' embodies an exceptional black lacquer job.



The classic '60 Ford pickup has been turned into a show-stopper by Clark Nelson of Oakland, Calif. Color is blue.



Another version of asymmetrical styling is shown on this twin-mill hauler. Top has been chopped, sectioned and molded to body. It's worth the effort, if only for the conversation.



Very low and different but sensibly done is this Corvair from Washington, D.C. The hinged hubble top works smoothly as do the doors.



Corvette die radical is this sectioned, dropped, reformed '57 model with blown injected Vette V8. Note the twin roll bars and peak-a-bow hood. Interior is upholstered in neat tuck and roll



Snake-like decoration encircling this far-out sports and drag machine adds the touch of luxury to another show-stopper. Many kits and a lot of imagination went into the design and construction of this one.



For an encore, John Shobe offers this "Woody." With oversized tires on mag wheels and surf board in back, let's go!



Short 'n' sweet! Handling is questionable with an almost-square wheelbase, but styling shows imagination.



1963 Tempest compact by Mike Preams of Ohio has hinged doors, hood and trunk, four bucket seats, plus twin-tube grille.



Looking like an oversized kart, this dragster boasts exceptional chassis detailing.

DERBY TRACK

Here is an exciting action game that combines racing thrills with individual skills — plus a group activity in which all can join. The Masonite Tempered Presdwood track is easily constructed of inexpensive materials — and is ideal for racing either pine block racers or display models.

It is a perfect way to teach tournament activities, good sportsmanship, and rules while at the same time drawing the entire group together for many moments of enjoyable fun-filled action that builds a spirit of friendly competition among participants and spectators alike.

CONSTRUCTION HINTS

Fasten members together with nails or screws and glue.

Masonite Tempered Presdwood panels should be fastened to frame with glue and brads spaced 4" o.c. along all framing members.

Locate the two center tracks accurately then use 2" blocks to space outer tracks.

Shim up track strips at end of last section with blocks or washers to height shown in Shim detail.

Tempered Presdwood panels and framing may be finished with a wood sealer and two coats of a quality grade spar varnish.

Should a more colorful race track be preferred use a primer tinted to the desired color and finish with two coats of paint recommended for use on wood.

Use a quality exterior oil base house paint if race track is used out of doors.

When a metal edge molding is used, install after protective finish is completely dry.



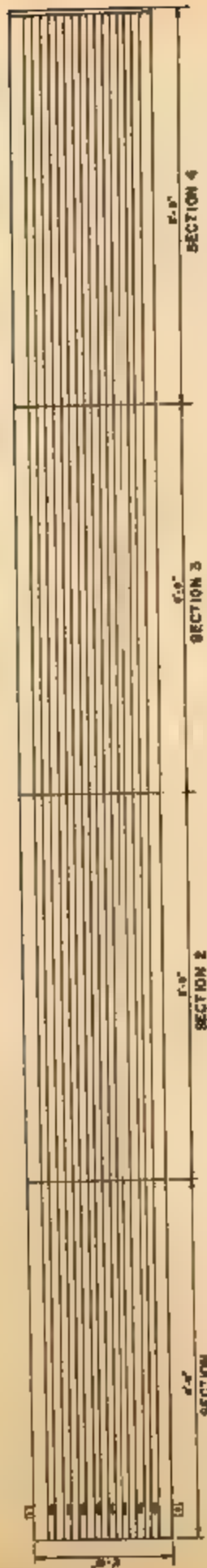
PINE BLOCK RACERS

Ready for carving, assembling and painting are available from the National Supply Service, Boy Scouts of America, New Brunswick, New Jersey.

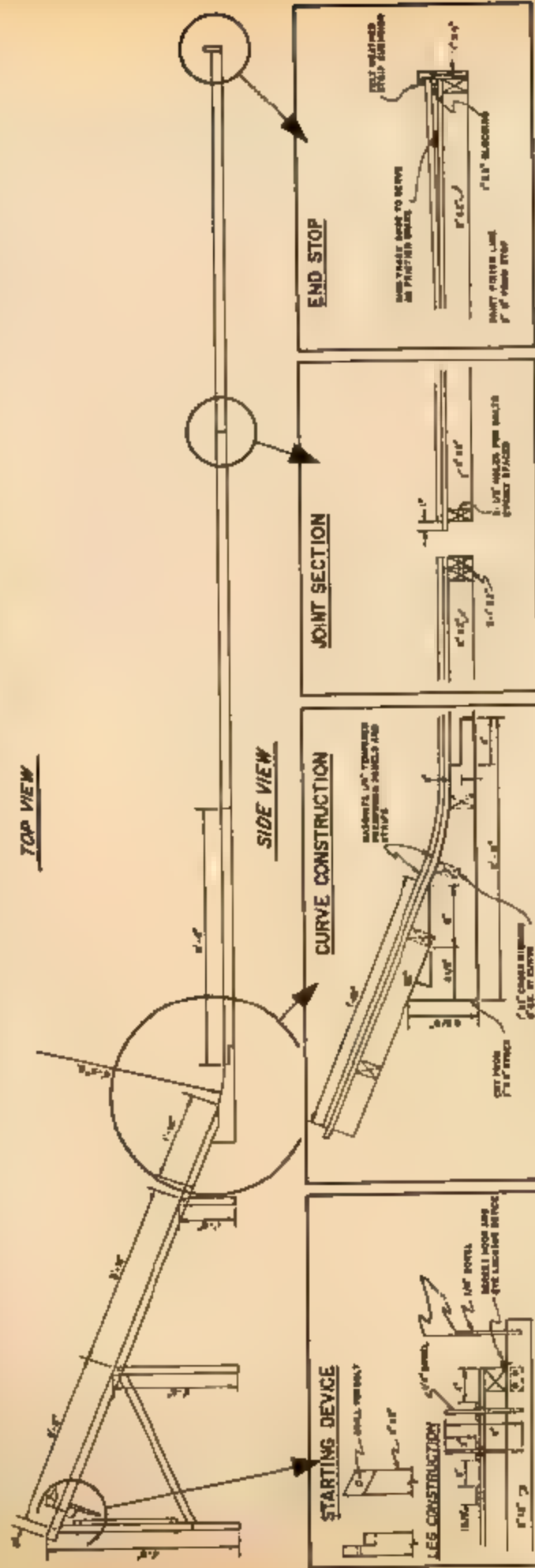
BILL OF MATERIAL

NUMBER OF PIECES	SIZES	DESCRIPTION OF MATERIAL	MATERIAL
4	1/4" x 4" x 8'	Hardboard Panels	Masonite Tempered Presdwood
4	1" x 2" x 48"	Leg Braces	Lumber
42	1" x 2" x 36"	Cross Bridging and Hand Grip on Starter Board	Lumber
5	2" x 2" x 48"	Legs and Starter Board	Lumber
1	1/4" x 72"	Dowel	Lumber
11	1/2" x 4"	Wing Nuts and Bolts	
2	1/2" x 5"		
8	8 ft.	Edge Molding (optional)	Metal or Wood
1	2" x 6" x 4'	Curvature Support	Lumber
9	1/2" x 4"	Bolts	
1	1" x 4" x 36"	End Stop	Lumber
1	1/2" x 72"	Felt Weatherstrip	
1		Screen Hook and Eye	
2		Hinges	

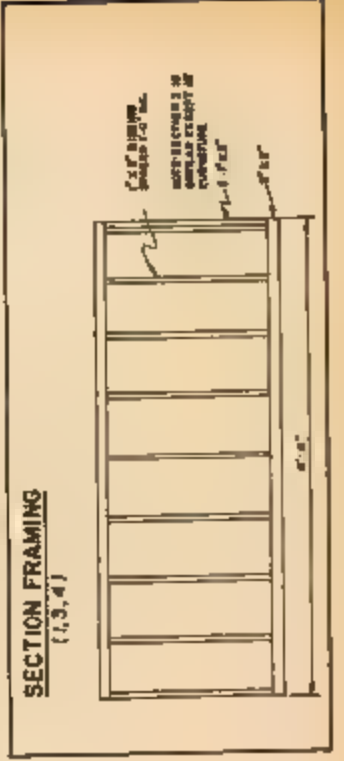
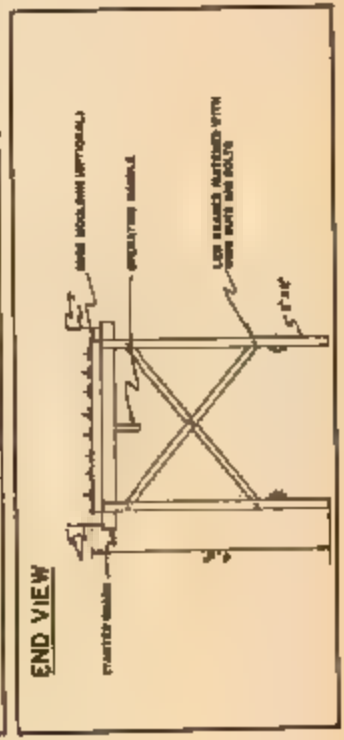
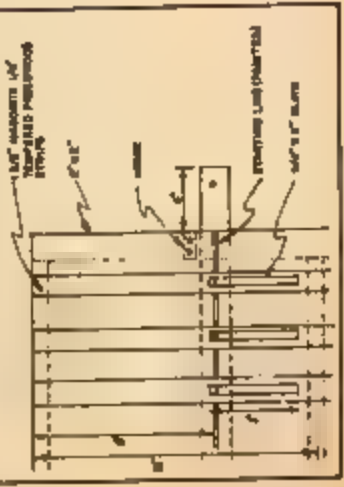
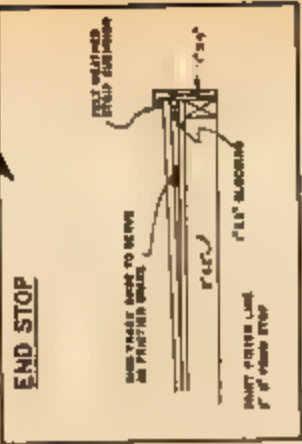
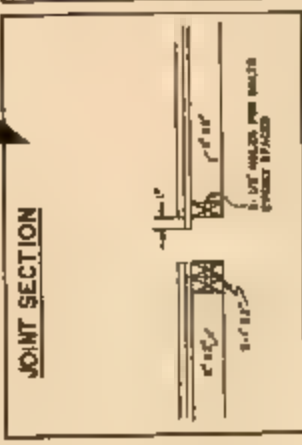
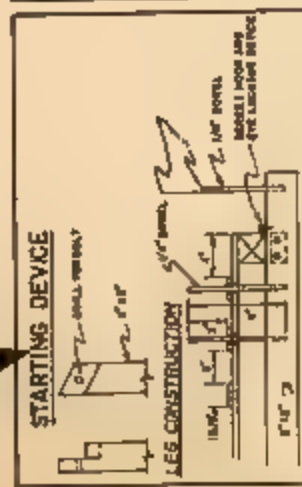


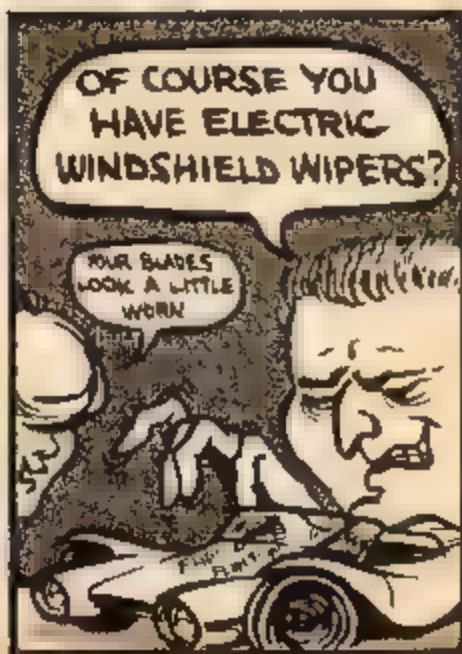
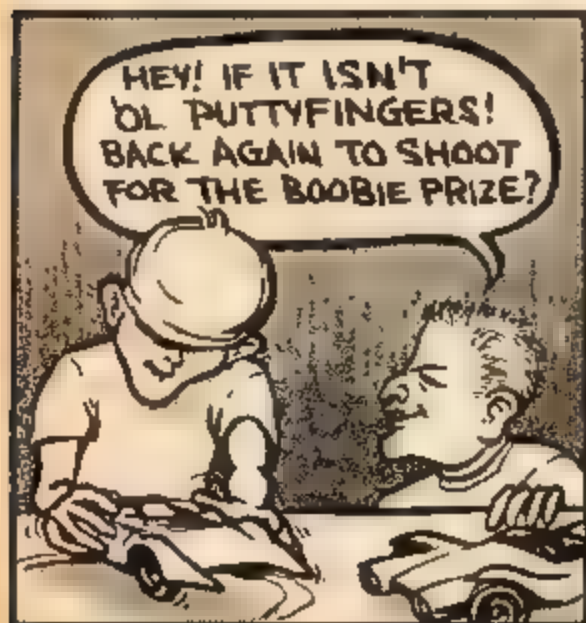


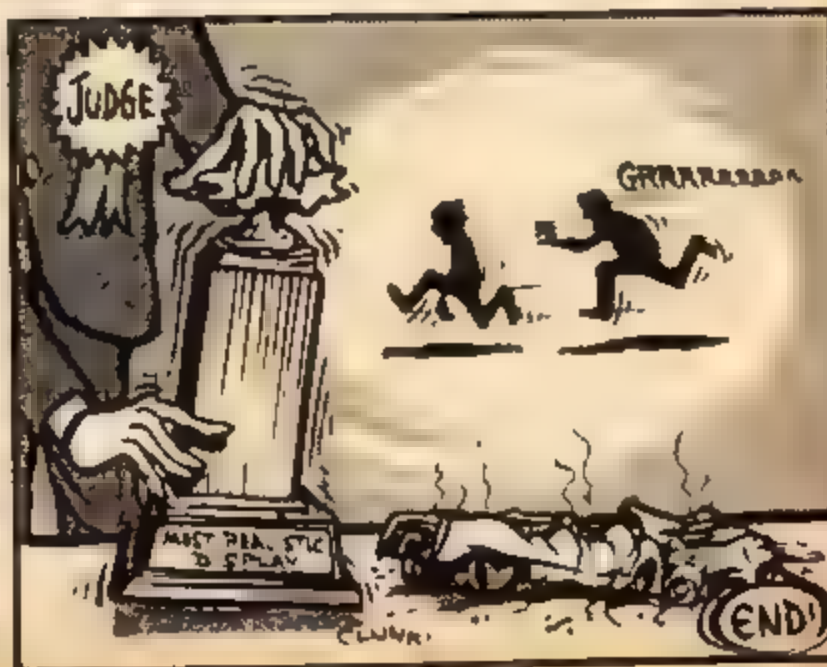
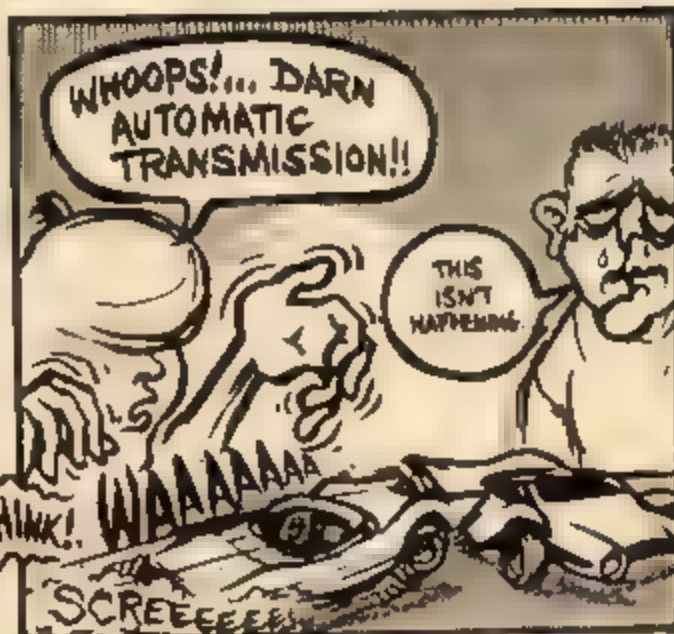
TOP VIEW



SIDE VIEW



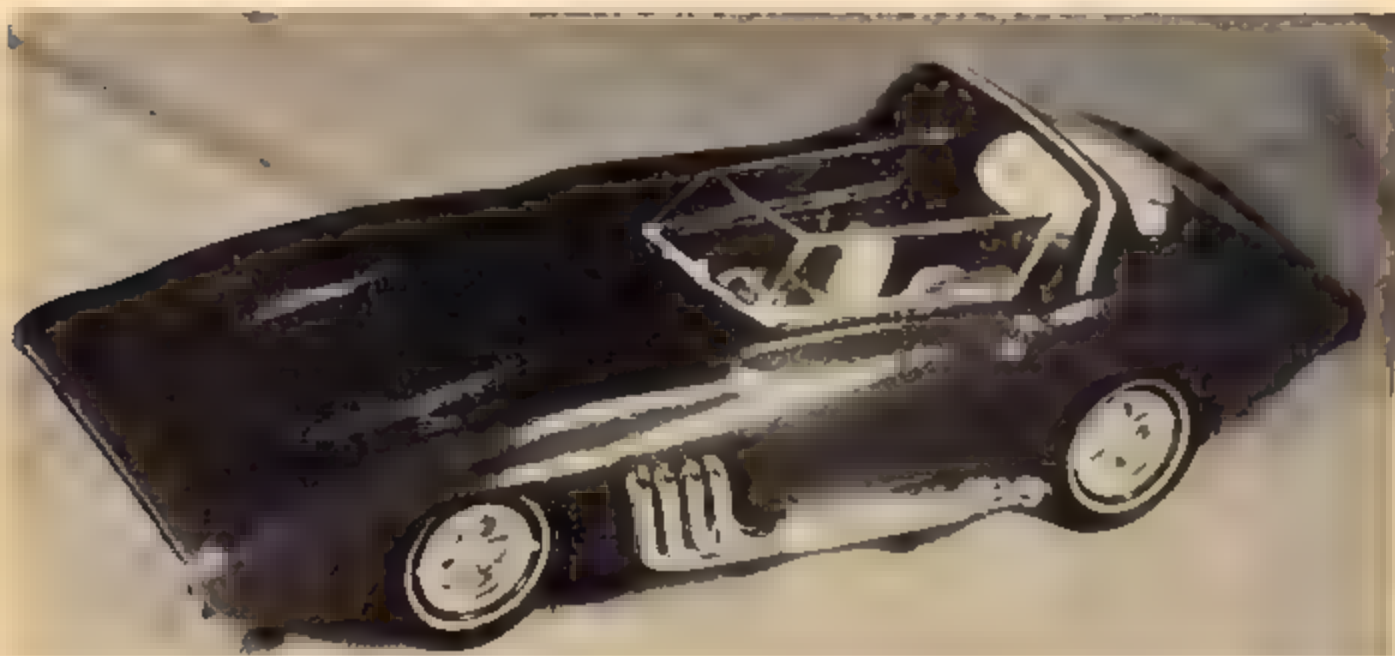






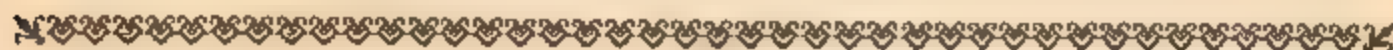
MCS

CONTEST WINNERS



A racing version of a 1964 Sting Ray wins this month's \$25 Savings Bond first prize for Sheldon Cousins, 4356 Indian Rd., Ottawa Hills, Toledo, Ohio. Custom front end is from

the '62 Mercury Comet kit, as are the head lamps. Curved racing windshield and cover is from the AMT '64 Olds F-85 kit. Sheldon also lowered the front wheels.



Chopped, channeled, and sectioned, this '40 Ford by Larry Gabor of Lexington, Ohio, has the fenders molded to the body. It also features a fully wired blown Oldsmobile mill and 12 coats of paint.



Heading for the beach, this 1930 "woody" was built from a Monogram Yellow Jacket. Panels are mahogany with toothpicks providing the trim. Buick engine is fully wired. Builder is David Legg of Markham, Ill.



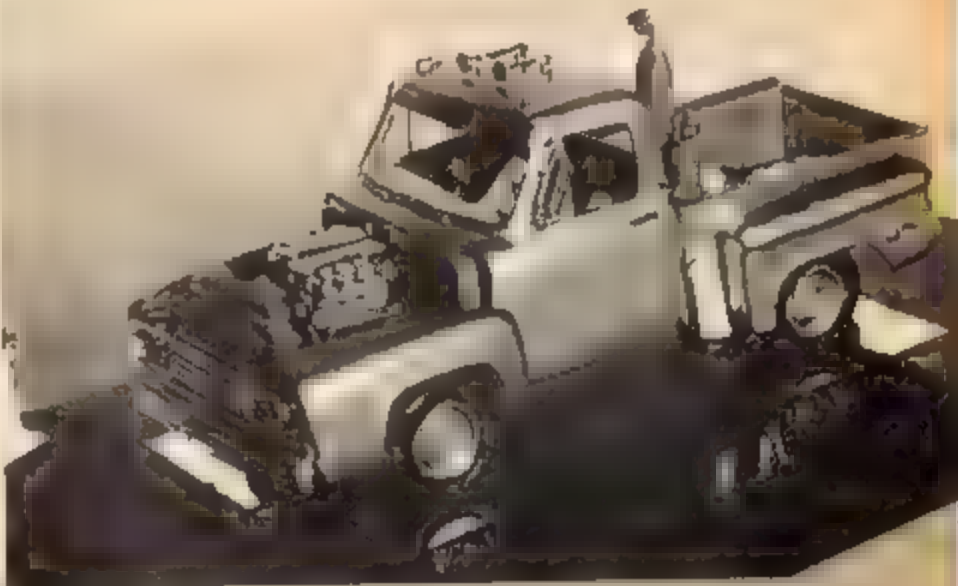
Akron, Ohio modeler John Harris' entry is a 1934 Ford semi-custom pickup that is finely detailed right down to the fitted tarp. John's careful attention to details makes it difficult to tell this model from the real thing.

The popular '53 Ford pickup by AMT was chosen as the basis of this fine model by Eddy E. Jaffe of Little Neck, N.Y. DeSoto mill and buckets are neatly detailed while Vette taillights add a neat customized touch.

A sample of some wild Canadian craftsmanship! Working rear suspension and headlights are featured on this 1925 T with a fully wired chromed Vette engine. Built by J. Vandersloot, this frantic job has nine coats of candy purple over three coats of gold paint.



Tom Petrich built the rail shown above almost entirely of Revell Custom Car Parts. He started by taking the chrome dragster frame and dropped the '23 T roadster body over it. This San Pedro, California, rod is topped off with a wild cherry paint job.



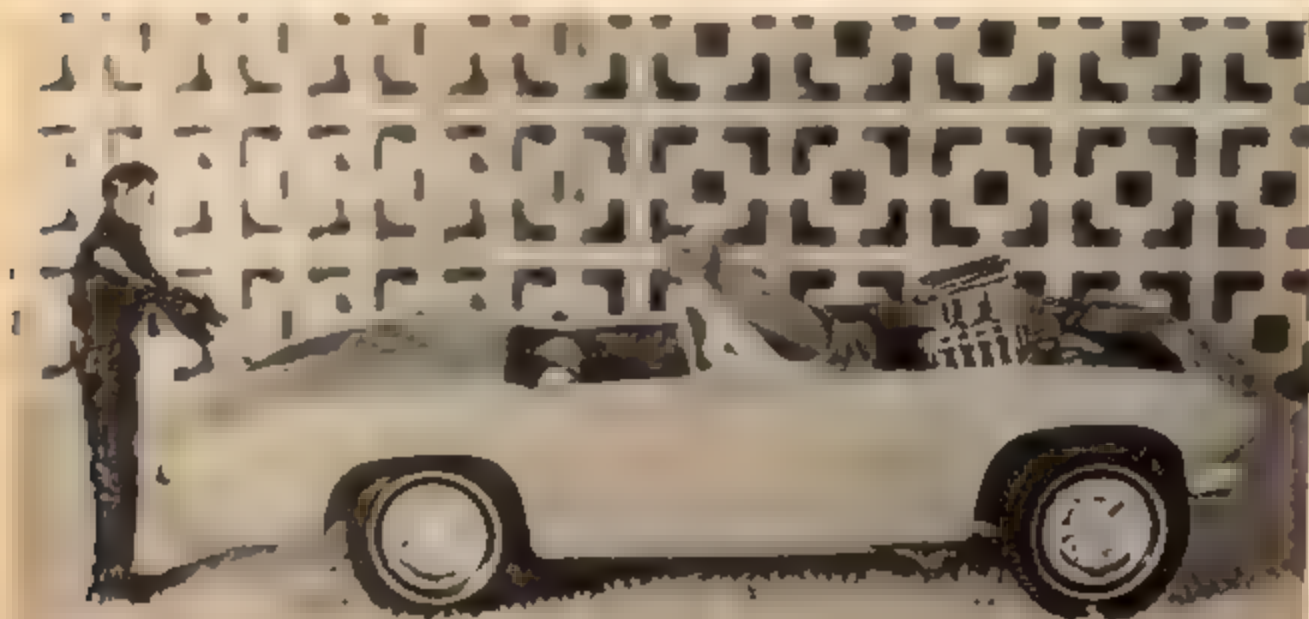


"Fish II" built by Tom Nance of Denver, Colo., has its nose from the AMT dragster, body from the '32 AMT Vicky, and the frame from Repell's Mooneyes dragster. Two Vette 327's provide the juice.

Mickey Meade started with an AMT '34 Ford pickup. He chopped the top, cut the doors open and hinged them, and molded the fenders to the shortened pickup bed. When that was done, he restyled the front with putty.



The flawless paint job on the Sting Ray shown below demonstrates the painting skill of Tom Wicke of St. Charles, Missouri.





Twenty year old modeler, Tommie L. Spella of Artesia, New Mexico, didn't spare the details on this modified '62 Corvair Monza. Chromed roll bar was built from a plastic spruz.



Driven by a fully detailed Olds engine, this Revell '41 Willys also features steerable front wheels, opening hood, trunk and doors. It was built by Ross Collins in Champaign, IL

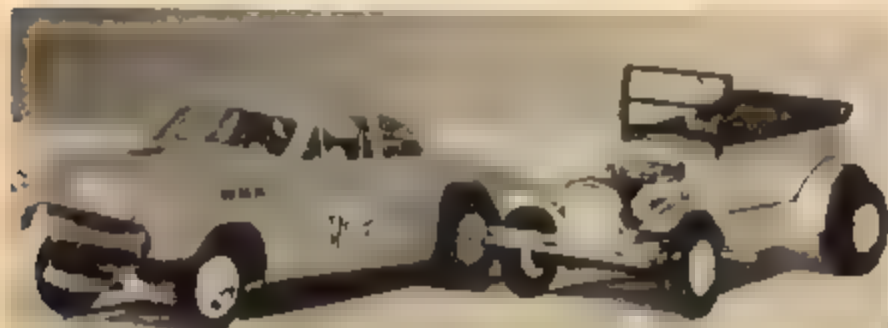
Navy man Don Anderson built this roadster pickup almost entirely from Revell Custom Parts, except for an AMT Chevy engine and front blower. Color is exotic purple and white.



Top section of the trunk on this '57 Chevy opens to enclose a folding convertible top. Built by Virginia modeler John Jarman, this car also has upholstered, swiveling bucket seats up front.



This outstanding double entry was submitted by Larry Walls of Leicaville, Texas. The '49 Ford coupe is supercharged, and the '29 Phaeton is powered by a 426 Chrysler mill with ton fours. Note chrome shocks and sway bar on the '29.



Space age styling is demonstrated in this bubble top '62 Corvette built by Steve Atwell from St. Charles, Missouri. Completely wired brakes, fuel lines and blown Chrysler engine make this car a real contender on any show circuit.

a MODEL CAR SCIENCE

Contest

FOR MODELERS
EVERYWHERE



Each month the editors of MCS will select, from PHOTOS submitted the top model car. It will be shown on these pages and its owner will receive a \$25 U.S. SAVINGS BOND.

SEND A PHOTO OF YOUR PRIZE MODEL TODAY TO:



MODEL CAR SCIENCE

Contest Editor

171 So. Barrington Pl.
Los Angeles 49, Calif.

You may submit as many entries as you wish. Send photos only please. NO KITS. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We cannot return any photos submitted.

DRESS UP YOUR MODEL DISPLAY ELECTRONICALLY

FOR A REALLY ENLIGHTENED way to display your automobile models, try this eye-catching neon-lamp circuit. The slow and steady pulsations of these little bulbs will surely draw the attention of all those who attend exhibitions of model craftsmanship.

Construction details are rather flexible and permit a good deal of ingenuity on the part of the builder. An existing display set-up could be modified with illuminating results, or an entirely new show stand might be built. It is probably best to house all the electronics under the base of the display rather than to provide a separate container and then fight a never-ending tangle of leads.

The complete circuit can be broken down into three sections: power supply, timing components, and the lamps themselves.

The neon lamps ought best be mounted on the visible portion of the display stand and then connected to the power and timing sections in the base. Any even number of lamps can be used, within reason, and remembering always that a pleasing display should attract attention to the automobile model and not be a distraction in itself.

Eight lamps (four timing circuits) were used in the prototype. With the components specified, the flash cycle was about one-half second.

As in all electronics work, safety is important. Even though you may recognize that the same AC voltage is coming out of the isolation transformer as is going in, don't try to do without it — it prevents the hazard of housepower appearing on the ground portion of the lamp circuit. Don't fiddle with the leads when power is applied. Remember, too, that those capacitors can hold a charge — not dangerous in itself, but mighty unpleasant. Double check your wiring when finished, taking care to avoid short circuits.

Finally, if modelling is your forte, and electronics one big mystery, you can always find someone to construct this attention-getter to your specifications.

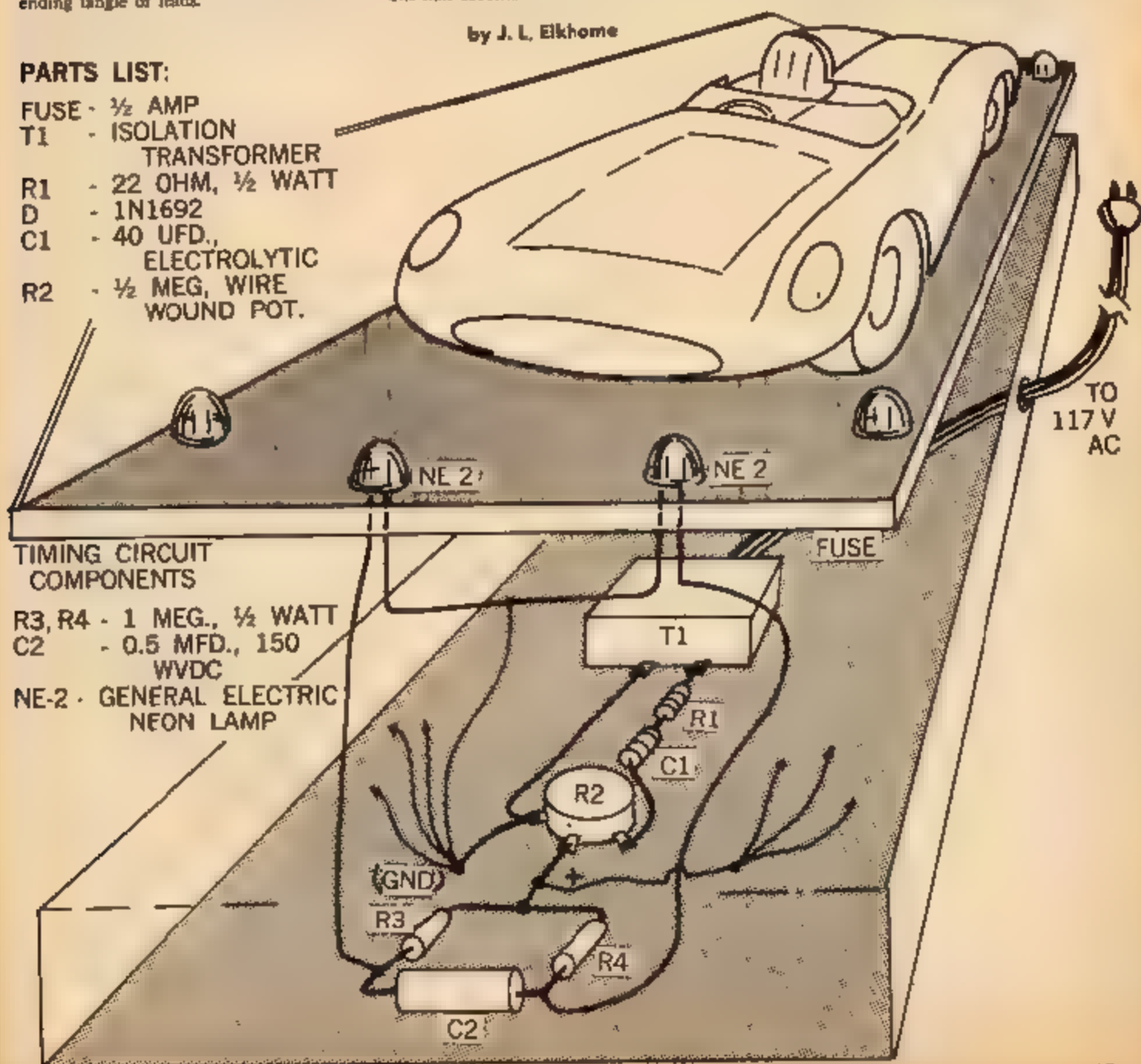
by J. L. Elkhorn

PARTS LIST:

- FUSE - 1/2 AMP
- T1 - ISOLATION TRANSFORMER
- R1 - 22 OHM, 1/2 WATT
- D - 1N1692
- C1 - 40 UFD., ELECTROLYTIC
- R2 - 1/2 MEG, WIRE WOUND POT.

TIMING CIRCUIT COMPONENTS

- R3, R4 - 1 MEG., 1/2 WATT
- C2 - 0.5 MFD., 150 WVDC
- NE-2 - GENERAL ELECTRIC NEON LAMP





PERSONALITY

Two cars are better than one, especially when they're from a single-car kit. Here's a new trick that will help you get more display mileage for your money.

BY BOB FAETH

ONE OF THE MOST common problems I face when I'm showing a model to Uncle Joe, cousin Beanie or Grandma is this. They look, hesitate and say "that's nice." Do you know why? It's because they don't know what the model looked like originally and therefore do not realize the work put into changing it. Now there are three ways to solve this problem. One, buy another model and build it stock; two, show them the box that it came in, or use the idea shown here. Actually, this method of

building has another feature; you don't need shelf space to display it. Just hang it on the wall. Or how about mounting the halves on wood and making book ends? At any rate, the finished model will be a conversation piece because of its unique construction.

The stock version should be painted with a stock color scheme. This one was painted baby blue and white while the custom version was painted a candy blue. The background they are anchored to is painted flat black.



After carefully measuring the center of the car, use a straight edge and mark the cutting line. Be sure your measurements are correct.



Extra care should be taken in cutting the body in two. Cut it, don't break it. The Auto World cutter would work very well here, also.



In selecting this side for the custom version, the gas cap lid had to go. The electric pencil will fill the lines easily, then use sandpaper.



With a Moto tool or a file, make the rear edge of the fender thinner. Cut off about 1/32" Do this on the trunk side of the fender also.



Take a piece of sheet styrene, cut it to fit and cement into place. It will be easier if you bend it into the desired shape first.



After the styrene extension is in place, mark that which is to be removed and then cut with a pair of scissors or an X-acto knife.



Melting the plastic sprue with the electric pencil will fill the gap made by the extension. File off the excess and sand it smooth.



A piece of styrene about 1/4" thick should be used for the side molding. Measure off about 1/4" wide and the length of the body.



Extreme care should be taken in cutting this strip as it will save a lot of sanding later on. Both edges must be straight.



With a file, cut the flair from the rear wheel opening as it would interfere with the side strip. File as shown and leave some flair.



Try the strip for fit. It should run from just behind the front wheel to the trailing edge of the rear fender, then cement it.



When the strip is solid take your saw and cut through it so that the door will open again. A "V" cut will be necessary for the front of the door.



The hood and trunk are cemented into place. Then, using the body as a guide, mark and cut the hood and trunk in half.



The license plate was sunk into the trunk. The hole can be made with a rattail file or if you wish, mount the plate on the rolled pan.



Auto World makes an easy to use "Scale Finder". This comes in handy when chapping a top. This top was chopped 4 scale inches in front.



Since the top is only supported by ten posts, it is very weak. Care has to be taken until the body is mounted or breakage will occur.



Bottom half of the engine block and the belt housing is all that needs cutting.



The custom half of this model is meant to be extremely low. To achieve this in front, reshape the frame and put a "step" in it as shown.



For added wheel clearance in the rear, cut the top or crown off the fender well and raise it. Melt plastic to fill the gap and sand smooth.



For frame clearance, file a section out for a "C" frame. Although you will have no frame in the section, in full scale a piece would be added on top.



To give clearance for the rear end, warm up the area with an electric pencil and push up with the eraser end of a pencil.



Use a piece of plastic spool to form your own lowering block. Make it too long to start with and then cut it shorter to fit.



The spring is mounted in the proper spot. Then the rear axle with the lowering block is placed in position. Here the block is cut to size.



The front bucket seat fits but the second bucket, used in the rear, must be modified. A ratsail file will do the job with no trouble.

The stock side is put together per instructions in the kit. To accentuate the stockness, a two-tone paint job was chosen. Masking off the top and trunk with cellophane tape and paper, you can paint the hood, front fender and the lower half of the rear fender while leaving the rest of the body white.



TABLE TOP RACING SECTION



PHOTO CONTEST

Each month Model Car Science will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to: Table Top Photo Contest Model Car Science, 171 Barrington Pl., Los Angeles 49, Calif.

**THIS MONTH'S
PHOTO CONTEST
WINNER IS**

**MICHAEL EDMOND
1526 PONTIUS AVE.
LOS ANGELES
CALIF.**

MONOGRAM MOVES INTO MOTORING

SLOT RACERS who eye with envy the cars paraded by scratch builders and customizers need sigh no more. With any one of nine new kits put out by Monogram Models, Inc., the novice can join the experts in stock, classic and hot rod classes.

Designed for "screwdriver" assembly, the new Monogram complete slot car racing kits can be constructed ready to run by anyone with fingers, or educated toes.

The only knowhow needed is the ability to spell out the instruction sheet, and the only tool necessary is included in the kit — a wrench with a special screwdriver end.

At the same time, the finished result should satisfy the exacting hobbyist who demands realism and authentic detail. Monogram's slot race cars have the same accuracy of detail and scale as the popular model kits from which they have been adapted.

Of course, they are "stripped" for racing and are molded of high impact styrene plastic, to hold up under racing conditions and running mishaps.

While the kits make up into ready to run models, there is nothing to stop a dyed-in-the-putty modifier from getting wild ideas and going beyond the instruction sheet.

The basic components in the kits — which can be picked up as individual parts, too — have been designed with a nod to the scratch builder. They have standard type specs, so that they will interchange and so that the builder who wants to add slicks or switch tires, for example, isn't frustrated.

Monogram decided to get into the slot racing swim when it came to light that Monogram car model bodies were being used on the track. The first thought was to reduce the trouble such conversions take by modifying existing model bodies, but that didn't seem to be a sufficient contribution to the development of the sport. So, the complete kits — nine at once — came into being. They are in no sense straight from the drawing board, each having been tested extensively on many tracks.

In the kits, Monogram body molds have been modified so they can be easily mounted on the frames. Component slot racing parts have been carefully designed and drivers and decals have been added.

The cars have been selected with the trend toward different race categories in mind, and to provide contenders within hot rod, stock and classic classifications.

Of the seven 1/24 scale models, two are rods: a '34 Ford Coupe and a '36



Ford Coupe. Three are stock cars: a 1958 T-Bird, a '40 Ford Pickup, and '55 Chevy Hardtop. There are two classic cars: a Mercedes 540-K and a 1934 St. Deuce Torpedo Phaeton.

In 1/32 scale, there are two kits: an MGA Sports Car in racing guise, and a Ford Deuce Roadster.

And the exact components of the kits are available separately in Monogram's Tiger Racing Accessory line.

The 1/24 scale kits cost \$6.98 each, the 1/32 scale kits \$4.98 each, the accessories sell for prices ranging from 29 cents to \$4.49 for a chassis without motor.

In each kit the builder will find body frame, motor, tires, wheels, axles, gears, pickup, driver, wheel spacers, racing de-





cars and the special wrench, the exact tool required for work on all slot racing cars.

Bodies are molded in color — ivory, yellow, blue, red — so no painting is necessary. Detailed plastic parts, some plated, are furnished to dress up the cars for the track. Special mounts accommodate screw inserts so body is easily removable for servicing.

Frames are adjustable and self-aligning, and lightweight. They come with flanged oilite bearings that are held in place by "C" type retainers. The frames are of brass, so they can be soldered by builders who wish to make special modifications.

The Tiger Traction tires are formulated of soft rubber for the best traction on any kind of surface, have good handling

in the corners, and run perfectly true with no bounce. They have been designed to be flexible enough to go on other wheels that vary slightly in size from the kit wheels. For the exacting hobbyist, they are in scale and have fine tread and sidewall detailing.

The lightweight aluminum wheels have true wheel rotation because the center holes are threaded in the turning operation. Outside rims add realism.

The Mabuchi-made Tiger X-100 motors are three-pole, 12 volt, and have lots of "go." Steel pinion gear and lead wires are attached. Precision steel axles have machined threads and a light plating. The gears are American-made. A 32-tooth crown gear and 10-tooth pinion gear gives a 3.2 to 1 ratio. Gears have

a 14½-degree pitch, compatible with other model car gears. The crown gear can be positioned on the axle for a perfect mesh with a set screw.

The flag is molded in Delrin and comes with plated copper braided wire for positive contact with the track. A set screw collar allows for adjustments in the position of the pickup assembly.

A set of wheel spacers consists of 2 each of 6 different widths, so wheels can be adjusted to proper tread. The drivers, included in both 1/24 and 1/32 scale kits, come with regular or skull heads. And a segment of steering wheel is included.

The instructions are highly detailed and give additional performance tips for greater speed on the track.

DAREDEVIL JUMP



If you and your racing buddies are looking for a new challenge in your layout, the "Daredevil Jump," created by Eldon is the way to go. It can be built in less than an hour, so drag out the old razor knife and let's get going!

First step is a quick trip to the local hobby shop for a sheet of 3/16" by 4"

by 36" balsa wood. You can use plywood or heavy cardboard but the balsa wood is easier to work with.

Draw the outline on the balsa sheet and carefully cut out the two sides and the 3 braces. Assemble the pieces as shown using glue and straight pins.

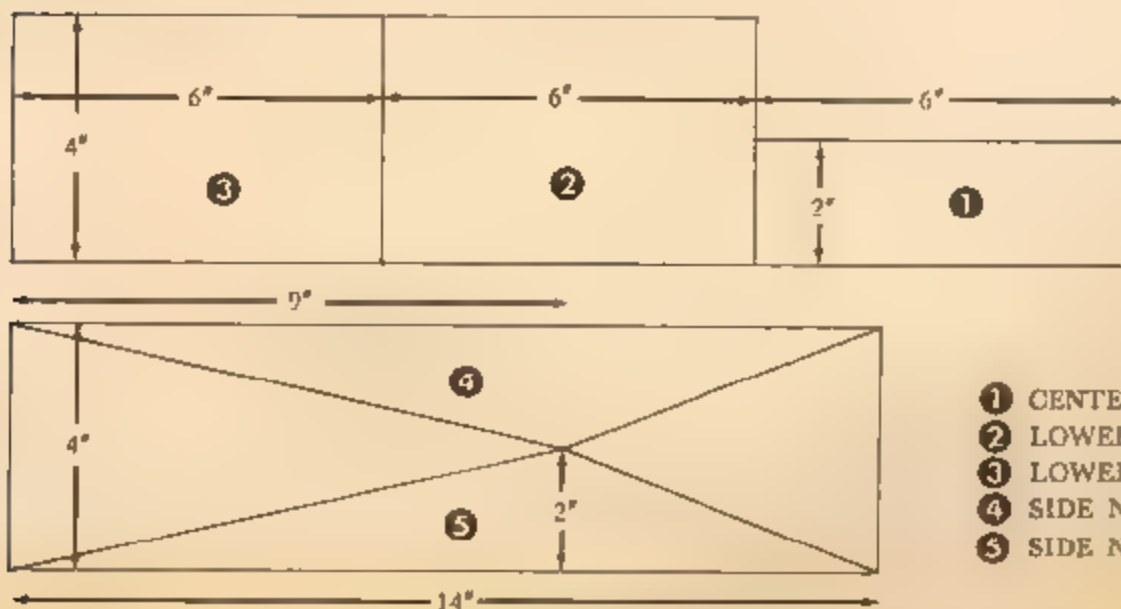
To dress it up, spray on a couple of

coats of model car paint or if you feel real ambitious you can paint it to look like a bridge.

The track sections are held on with straight pins or small nails through the mounting lugs. The best place for the jump is in the straightaway with at least 5 straight sections before the jump.

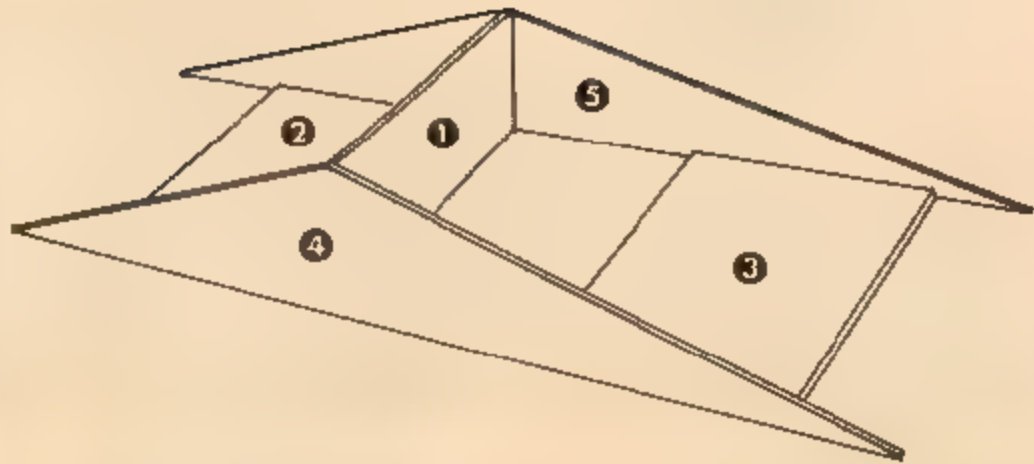
Photos and Illustrations Courtesy of Eldon Industries

CUT THE PATTERN



- ① CENTER BRACE
- ② LOWER BRACE
- ③ LOWER BRACE
- ④ SIDE NUMBER ONE
- ⑤ SIDE NUMBER TWO

GLUE THE FRAME



TACK TRACK INTO PLACE



1/32 OR 1/24 SCALE

◀ WHY NOT BOTH? ▶

By Raymond E. Hoy

A few days ago, at our last race meeting, a few of us fellows were discussing 1/24th scale road racing equipment. A friend of mine said that he would like to go 1/24th, but he had so much money tied up in 1/32 that he just couldn't afford to switch.

So, being naturally inquisitive, I decided to see just how much money it would actually take to convert to 1/24th. The more I dug into it, the more convinced I became that the cost of converting to 1/24th, in addition to retaining the 1/32 equipment, is so small as to be of almost no consequence. Let's look it over.

Starting at the beginning, I must admit one thing. If you already have your 1/32 track built and running, you are faced with a rather delicate problem. Unless you made your track centers a good full three inches wide, and preferably somewhere between three and three and a half inches between centers, you are going to be faced with a tough problem. The 1/24th cars *do* require more sideways room between slots, not so much on the straights, but in the corners, as the cars are longer and therefore slide out further. It *can* be done, but it does get rather frustrating to have a race continually interrupted by a car being unintentionally nerfed off into the tules.

When I built my large 1/32 layout, I purposely made the track centers three and one half inches, because I would sooner see a race go all the way from start to finish without accidental nerfing. Spun-outs are something else, because that was the driver's own fault, but there's nothing more discouraging than being wiped out just because the car next to yours moved over a little bit. Therefore, by building my track a little larger than standard 1/32, I am already equipped to handle 1/24th cars. If you are building your track soon, or if it is just in the planning stages, I urge you to build at least to three and a half inch centers.

What equipment will work with both scales? If you already have a going 1/32 track, then you must *already* have most of the equipment necessary to go 1/24th. Here is a list of what can be used jointly:

The power supply, (preferably a 12 volt battery, although I like 6 volts) controls handles and stretch cords to connect them with the jack box, and of course, the jack box itself. The track will be the right size to handle both types of cars, and should be braided and hooked up for dynamic braking. Standard 1/32 guide shoes and pickup brushes can be used for 1/32, 1/24th or 1/25th. Many frames are so fully adjustable, also, that they can be changed from 1/32 to 1/24th in a matter of minutes. Among these are Auto-Hobbies, R-D Mini-Cars, Garvic, etc. Many of the motors used in 1/32 are also powerful enough for any 1/24th car. If you intend to race 1/24th Grand Prix machines, there is no need to go to a bigger motor than a Pittman DC-196 or a Revell RP-66.

So what does that leave to buy, in order to go to 1/24th? Well, of course, a 1/24th body is necessary, but the variety of bodies selling for around a dollar is fantastic, so there is no problem there. You will also need 1/24th wheels, which sell from 50 cents to a dollar and more a pair, depending on what appeals to you. Again, not too much of an investment. Tires to go with them are really reasonable, being around 25 cents a pair on up to a buck. Axles are about all that is left to buy. They are so low priced as to be negligible.

And that is about it. All of the normal hobby tools used in 1/32 can be used in 1/24th. Soldering equipment, pliers, etc., are necessary equipment in both scales.

It is absolutely necessary to stick with a rigid set of rules with 1/24th just as you did with 1/32, in order to enjoy racing in this bigger scale. This has been one of the biggest complaints lodged against 1/24th, and there's no more excuse for allowing out-of-scale 1/24th cars to run than there is with 1/32. Simply lay out \$1.00 for an Auto World proportion scale to check your dimensions against, and your 1/24th equipment will be as accurate as your 1/32 layout.

In the March-April issue of MODEL CAR & TRACK, I had an article entitled "The Fine Art of Being Prepared," which described a special carrying case that I built to house all of my racing equipment. Since that time I have gone to 1/24th in addition to my 1/32 rigs, and in this carrying case I now carry six cars, three in each scale, consisting of a Grand Prix car, a Grand Turismo coupe, and a sports car. The two GP cars share the same type motor (A. Revell RP 66) and the two sports and GT cars share a Pittman DC 705. Yes Virginia, the DC 705 sidewinder will fit in a 1/32 car, and comfortably too.

Give 1/24th a whirl and you will greatly increase your enjoyment of the slotting sport. Keep the "thingsies" out, and the realistic machinery in, and you'll enjoy the best of both worlds.



"This guy showed up with an H.O. car!"

SLOT RACING MOTORS

The Fastest and Strongest

PART II

By Raymond E. Hoy

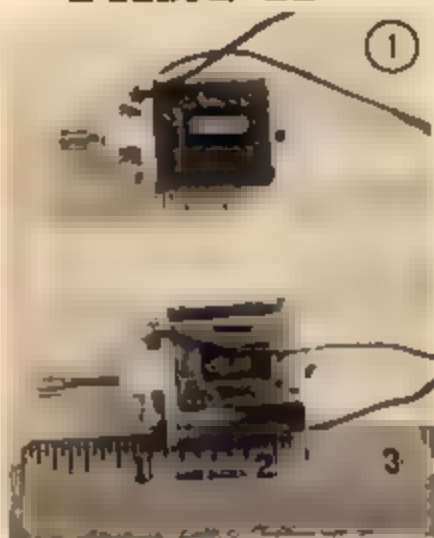
I IMAGINE LAST MONTH'S DISCUSSION ON slot racing motors has left a few people mumbling to themselves. When I picked the top three motors in each category, sidwinder and in-line, I realized many enthusiasts would become a bit disturbed when they found their favorite motor missing from the group.

The selection, of course, was my own, and the motors depicted were chosen because they are the most widely used by the true enthusiast in the Midwest, at least from my own observations. I have found that the favorite motor in one area is not always the favorite in another. Many times one slot racer will come up with a winning combination, and the rest of the group will follow in his footsteps, not realizing that perhaps his winning combination is not suited to their own driving technique at all.

One of my favorite motors is the Pittman 65A sidwinder, yet it did not appear in last month's article at all. The 65A is capable of winning just about any race, no matter where it is being raced, yet there are times when it may be outrun by the diminutive Pittman 196 or Revell RP 66 in-line. It all depends on a number of things such as driver ability, tuning, the layout of the track, and many more.

Let's take a closer look at the rest of the motors available. Perhaps instead of blindly buying one of the most popular motors around, you might be far better off to study your own driving habits and skill, (or lack of it) and find just the motor that is perfectly suited to your particular method of driving.

When I described the number one in-line motor, the Pittman DC-196, I stated it would soon be replaced by a newer version, designated the DC-196-A. Typical of the customary swiftness that we have grown accustomed to in the slot racing sport, this change has already been made since last month's article. The 196-A is now on sale at your favorite hobby shelves, and this new version of the trusty 196 is enough to bring tears of joy to your eyes. Someone up there in Sellersville, Pa., really kept their ear to the door and their eyes on the slot racing scene! The old 196 was practically the only motor slim enough to use successfully in a 1/32 scale GP car, and even then, the brush holder protruding from the side of the motor, and the wide rear axle carrier caused trouble, especially when used on a slim-bodied car such as a Lotus 25. The 196A has cured both



Revell's SP-500 (top) and SP-600.

these problems. The brush mechanism is now ON TOP the motor, (Photo number 2) and the new rear axle carrier is much slimmer, being fractionally wider than the motor proper. The axle carrier also features a 1/8" axle hole instead of the old 3/32 size, and this will please many, what with 1/8" axles being more plentiful than the 3/32" versions.

Performance-wise the 196A will tear an arm off the old 196, which was not exactly a slouch! I feel that this motor in a light-weight GP car will shatter more lap records than can be counted. Torque is improved and the 18,000 rpm operating speed is guaranteed to get you over the road in a hurry.

A new motor on the market, similar to the 196A in appearance, is the new Tyco in-line. The motor is bigger than a 196A, but the axle carrier at the rear of the motor has a nice touch that the enthusiast will appreciate. The holes in the axle carrier are big enough to permit insertion of an oilite bearing on each side with no extra modifications



Pittman DC-196A is a powerhouse.



The Buz Co X10 is an excellent value.

necessary. The Tyco is made in America, as is the Pittman, both by old-time railroad HO specialists, and the experience shows. The Tyco sells for \$1.98 and the 196A, \$4.25. The Tyco 12 volt motor, No. 902, operates at 24,000 rpm, and develops its maximum torque at 10,000 rpm, putting out .297 In. Oz's of torque, this being available with 12 volts. The Tyco is also available with 6 volts, motor number 901. This motor develops its maximum torque at 10,000, putting out .133 In. Oz. of torque. The operating speed of the 6 volt Tyco is 15,500 rpm. The 12 volt Tyco is wider than the 196A and would present a few problems getting it in a really slim GP car, but the results could very well prove worth the bother.

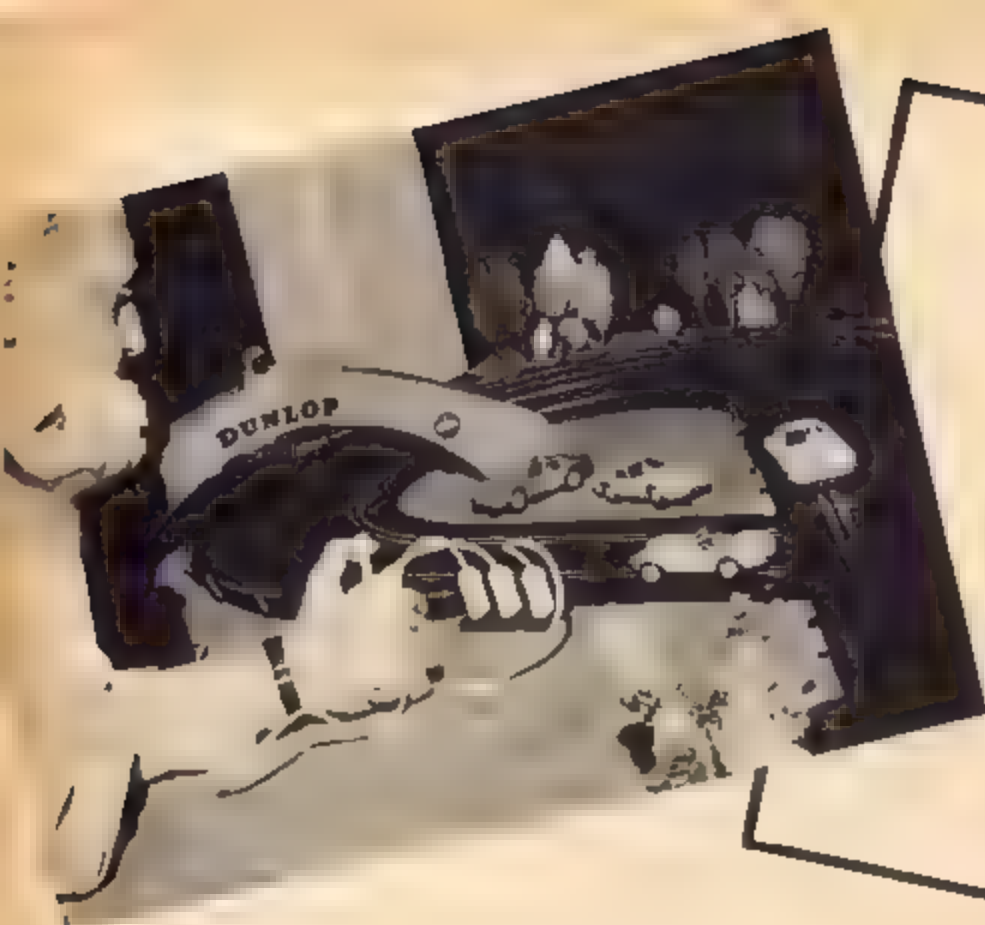
Another new, and very inexpensive in-line motor is the Revell SP-500. This motor is made in Japan, as are many good motors, the very popular Mabuchi being a good example. The SP-500, placed in a lightweight chassis is proving very competitive and should not be overlooked. For the amazingly low price of \$2.50, it should be purchased for experimentation purposes, if for no other. This little twister comes on strong if properly geared, features permanently lubricated bearings, and snarls along at over 14,000 rpm. It is very compact and should present no installation problems. The newer SP-600 was designed primarily for 1/24 scale and retails for \$4.00.

Speaking of value, the BuzCo red Mabuchi motors still rate high with buffs on a limited budget. This \$1.98 power plant will rev up to approximately 10,000 rpm, and will give many other motors a good run for the money.

Another old-time name that should be familiar to model railroad fans is Varney. They import another Japanese motor for their new line of cars that has yet to prove itself, but should go quite well considering its sponsor's reputation for quality. The motor is guaranteed for five years and sells for \$4.00. It is a five pole motor, which should provide smooth acceleration out of the corners, but very little information can be found concerning torque, etc. For \$4.00 you should take the time to look this motor over. It may be just the one that suits your driving habits.

An old tried-and-true sidwinder, and one of my favorites, is the Pittman 65A. This is not exactly a small motor, but it will fit in the larger 1/32 sports and GT cars. It has a five pole, silicon steel armature ground to 17/32 inches. The

Continued on page 58



REVELL Rides New Racing Rails

Gran Turismo Racing Set
Offers "Instant Slotting"

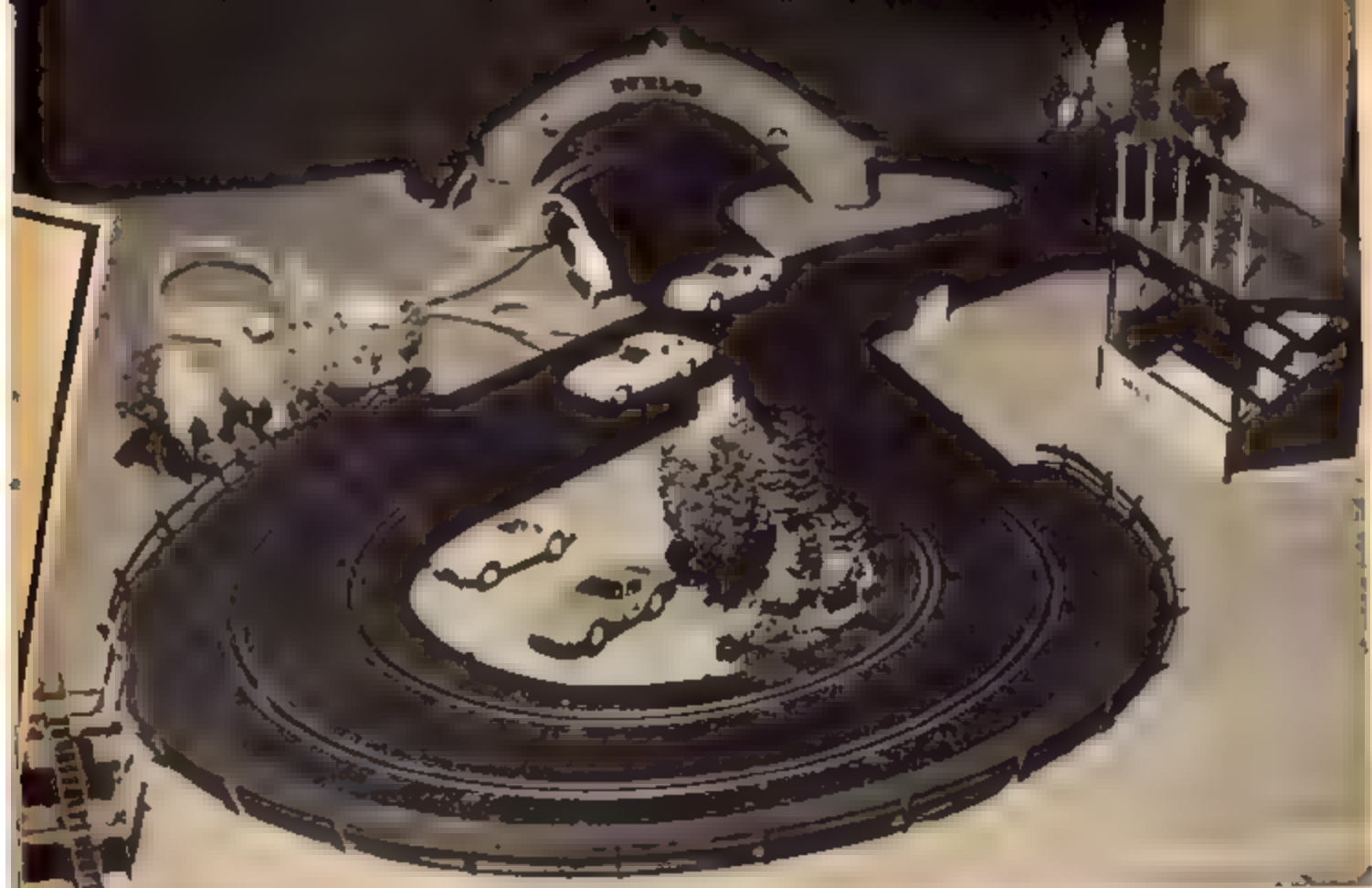
THE LONG-AWAITED final step has just been taken by Revell, and it was quite a leap! This month they will introduce a complete slot racing package that will include two cars, eight curved and five straight track sections, one straight terminal, 36 pier sections, eight apron sections, four transition sections, two rheostat controllers with plug in cords and a power pack with terminal cable and plug. Retail price for the works will be \$39.95!

Completely assembled and ready to race, the Sting Ray and Ferrari 250 GTO included in the set boast such features as a metal, one-piece chassis, oilite bearings, precision machined metal wheels, threaded metal axles, authentically detailed body and the raceway proved SP-500 motor.

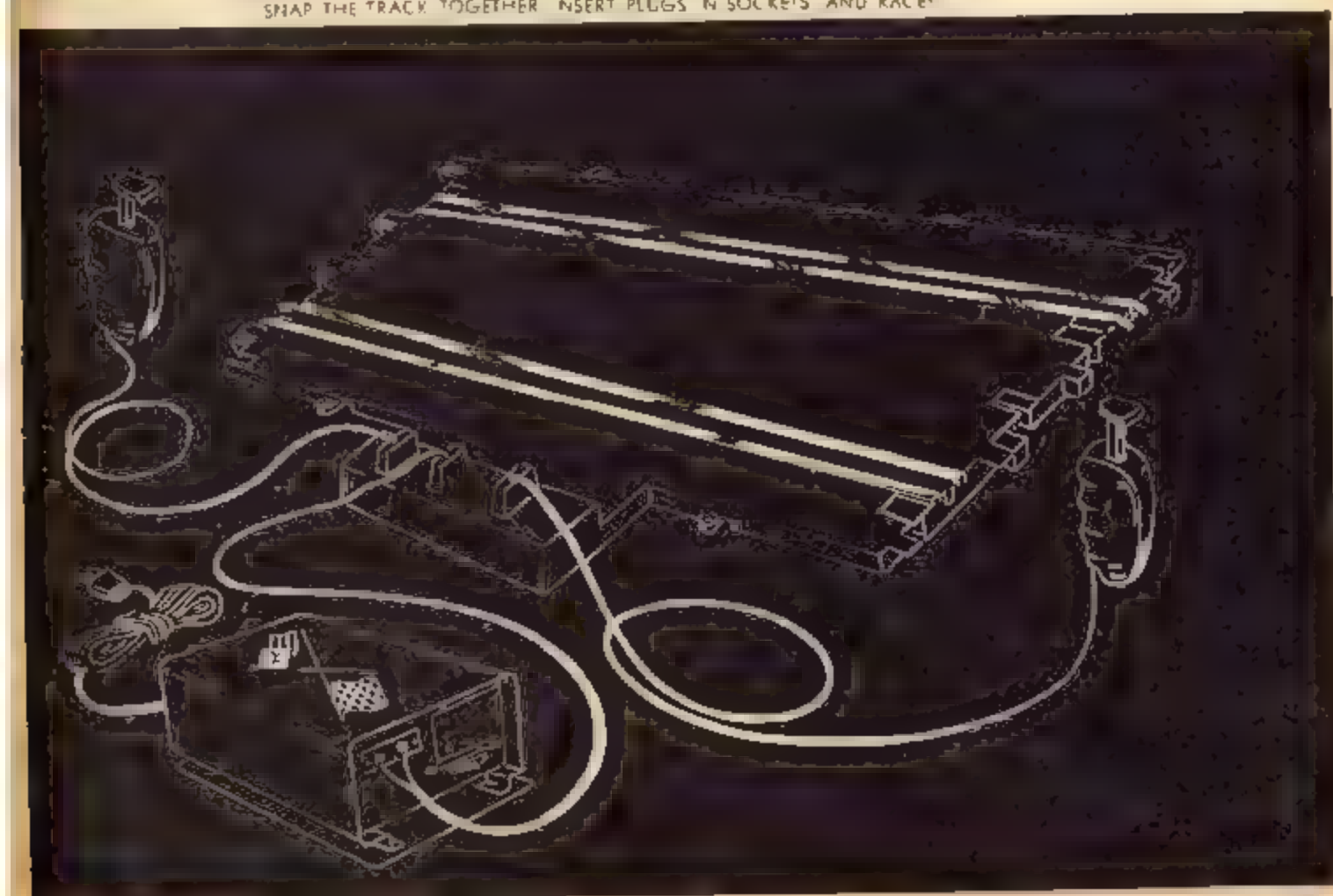
Revell's new Raceway track is made from high-impact plastic that can be flexed without disengaging at interlock points. The nickel plated steel conductors in channel sections provide a non-oxidizing, wear-resistant, non-buckling surface. Unique interlock design of this track does away with the need for separate locking devices. Apron sections at all curves will permit cars to "drift" for more realism and exciting racing. All skidout apron sections have fencing molded to the units.

POSITIVE MECHANICAL AND ELECTRICAL ALIGNMENT
ASSURES CONSTANT CONTACT





MODULAR PIER SECTIONS PERM. VARIABLE BRIDGE HEIGHT AND BANKED CURVES.
SNAP THE TRACK TOGETHER. INSERT PLUGS IN SOCKETS AND RACE!



Spotlights: TRACK of the MONTH

Photos by Chan Bush



INTERNATIONAL HOBBIES

A PIONEER IN THE SLOT RACING field, International Hobbies #2 raceway in Redondo Beach, California, was the precursor of the deluxe tracks now starting to appear across the country.

This large layout consists of a Figure "8", Road Course, and Drag Strip. A lounge area is provided where tired wives may rest their feet while hubby tries out his new Lancia Ferrari. At the other end of the shop resides the work and test benches for those last minute repair jobs and tune ups.

The emphasis is on speed, more speed and direct car to car competition at International's jalopy races on Sunday nights on the big figure "8" track. Measuring 45 feet in length with 12 foot curves, fantastic lap times are possible due to the extreme 25 degree banking of the turns. Each of the eight lanes is individually powered from its own power supply, no "juice robbers" here! An eight lane lap counter along with a

micro-second timer, which allows recording of lap times to 1/100 of a second on any of the eight lanes, is featured. The track surface is Masonite with the rough side up, while contact strips are of brass. That dark old tunnel "under the bridge", is brightened with indirect lighting.

On Wednesday nights the road racers hold sway on the 6 lane road course. From the starting grid at the center of the long straight the first hazard a driver may encounter is a railroad train! A novel innovation this, an "O" gauge railroad crosses the track at the end of the straight, disappears under a mountain, emerges from the other side, traverses the full 48 length of the track and then returns to again test the driver's brakes and reflexes. After crossing the railroad right-of-way a serpentine winds up the mountain to an elevation of 5 feet, a sweeping left, a short straight, a tight left and the driver is confronted

with a long, steep, downhill grade. Braking is a must now as the driver approaches a tight turn at the foot of the grade, a sweeping right, now a left, and some rolling country is encountered. As the dips are negotiated an eight foot banked turn sweeps the driver back into the long straight. Lap length is 110 feet, and again, as on the figure "8" all lanes are individually powered, and lap counters and micro-second timer is featured.

For the drag racing enthusiast a scale 1/4 mile strip is provided. The strip was built from 1/4 inch marine plywood surfaced with black Formica. It's superlevel and supersmooth. Power is supplied from an electronic marvel power pack built by Doug Moore, (see Model Car & Track, May-June 1964), and features a built in micro-second timer that records e.t.'s to 1/100 second and "win" lights. Since times may vary by as little as 1/1000 of a second, there's no argument when one car gets the beacon.



Don Toussaint tries welding his dragster.



Steve Bell checks his HO surf bug.



Thompson, Norton and Griffin warm up before the big race.



Rex Skeen and Don Toussaint get ready for match race with their dragsters.



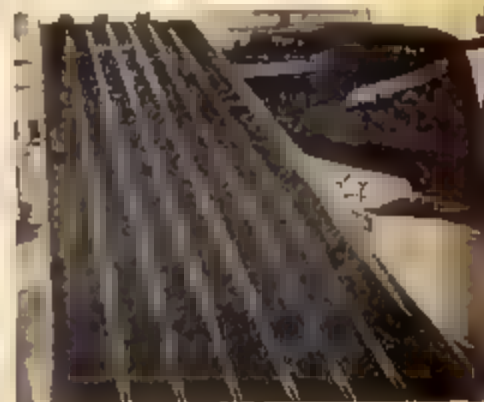
The workbench is a busy place for these slot racing buffs.



International's timer measures to 1/100 sec.



Three cars battle for first place.



A 10 ft. uphill grade is a rigid test for racers at International hobbies.

This six lane concourse with a double turn is a good test for any button pusher.

SLOT RACING Track Directory

Alabama

U.S.A. Club, Rt. 3 Box 166, Grand Bay
Dixie Raceways, Box 244, Leechesville
Monte Carlo Slot Racing Club, 2904 Thompson Circle,
Montevallo.

Arizona

Warwick Club, 6788 Watson Dr., Tucson
Catalina City Model Road Racing Club, 915 Mid-
dletown Rd., Prescott
Phoenix Miniature Auto Racing Assoc., Phoenix
Thunderbolt Miniature Auto Racing Club, 6231 E. 29th
Street, Tucson
Continental Miniature Raceways, 6803 E. 22nd St.,
Tucson

California

J's Junction Hobby Shop, Owens Canyon, 8513
Wendover St., Van Nuys
Tandem Hobby Shop, 13862 1/2 Chant St., Pomona
City
Bob's Hobbies-Crafts, 2224 E. 4th St., Long Beach
Bobcat R & D, 838 S. La Brea, Inglewood
Rattle Dab Slot Racing, Hwy 9 Palmdale
Owens Canyon, 6015 Wendover Ave., Van Nuys
South Bay Raceways, 1213 Hermosa Ave., Hermosa
Beach Phone 367 2811
International Hobbies, 1809 Lincoln Blvd., Venice
International Hobbies, 2302 1/2 Arroyo Blvd., Redondo
Beach
La Mesa Hobbies, 3908 Sepulveda Blvd., Culver City
Ventura Hobbies, 12748 Ventura Blvd., Studio City
Marina Raceways, 12001 Venice Blvd., Los Angeles
3th Ave Hobby Shop, 2906 W. MacArthur, Inglewood
Pine Tree Club, 9316 Whittier Blvd., Pine Rivers
Estate Concours Model Car Racing Club, 4622 Madro
Way, San Jose
Pioneer Speedway, 13331 Telegraph Rd., Whittier
Hobby Shop, 145 E. Pacific Coast Hwy., Redondo
Beach
Howard's, 1624 Castro Oaks Blvd., Palmdale Hill
Hobby Room, 826 E. 1st St., Santa Ana
Don Thompson's, 2638 Los Tornos, Temple City
Golden City Model Road Racing Club, 326 Virginia
Ave., San Francisco
Antelope Valley Hobby Center, 48013 N. Tustin Ave.,
Lancaster
So. San Jose Slot Racing Ass'n., 4822 University
Ave., Berkeley
Angelina Miniature Auto Racing Ass'n., 1180 N.
Catalina, Anaheim
Western Model Raceways, 12204 S. Western Ave.,
Bardonia
Telco, Inc., 4718 E. Main Ave., Fresno
Fresno Hobby, 2873 Tule St., Fresno
Bairling Miniature Auto Racing, 5104 Gordon Grove
Blvd., Garden Grove
Minuteman Racing Center, 1326 Oak Monte Blvd.,
Escondido
B & B Hobby, 194 San Antonio Rd., San Jose
R. P. Hobby Shop, 7716 Beverly Blvd., Los Angeles
International Raceway, 1845 Laurel St., Walnut Creek
House of Hobbies, 1829 Basilio, West Covina
Whispering Hobby, 215 Roberts Lane, Bakersfield
Raymond Cady's Hobby Shop, 1101 N. Western Ave.,
Hollywood 27
Doug's, 11107 Long Beach Blvd., Lynwood
F & P Raceway, 895 Spring, Modesto
University Raceway, 213 Big Springs Rd., Riverside
Bob's Hobbies, 1131 Los Angeles Avenue, Simi
Competition Team, 1223 Pagodero Ave., Santa Monica
H & L Hobby, 2393 E. Washington Street, Pasadena
Dents Speedway, 4926 Paramount Blvd., Lakewood
Bob N. Ann Hobby & Pet Shop, 7389 Eastern Ave.,
San Gabriel
Hobbyville, 686 Arroyo Highway, Pomona
Dues & Hobbyland, 23754 W. Lyons Ave., Norwalk
Hobby's Hobby Shop, 335 So. 1st St., San Jose
Mini Raceway, 719 E. Chapman, Pleasanton
Miniature Grand Prix, 15124 1/2 Baker St., Costa Mesa
Miniature Grand Prix, 17712 Glenhurst, Granada
Hills
Miniature Grand Prix, 17622 Sherman Way, Van Nuys

Miniature Grand Prix of Orange, 2782 East Chapman
Orange

Miniature Grand Prix of Van Nuys, 13380 Sherman
Way, Van Nuys

"Racing," 1788 South 7th Street, San Jose
"Whittier Raceways," 1521 West Whittier Blvd., La
Habra

Scout's Hobby Shop, 16848 E. 19th, San Leandro
B & J Hobby Shop, 609 N. 13th Street, San Jose

Internet's Raceway Hobbies, 28031 D. Boone Blvd.,
Caraga Park
Modelcraft, 1180-52 Outcrop & Orange, Long Beach
Ontario Hobby Center, 199 E. B St., Ontario

Uniques Modelcraft, 18021 San Pablo, El Cerrito
The Pit Shop, 14414 Ventura Blvd., Sherman Oaks
7th Street Specialty Hobbies, 3420 E. 7th St.,
Long Beach 4, Phone: 433 9123

Bob's Hobby Shop, 125 W. Main St., Tustin
Atlantic Raceways, 19909 Atlantic Blvd., Lynwood
Eagles Raceway, 1168 No. East Street, Anaheim
Four Horsemen Road Racing Club, 2814 Sunset Lane,
Antioch

Burbank's House of Hobbies, 825 West Olive Avenue,
Burbank
Hobby Concours, 14618 Ventura Blvd., Sherman
 Oaks

Billings' Bros. Toy Center — Model Car Racing,
939 Townsend Street, Vallejo
Bob's Hobby Shop, 1810 Springs Road, Vallejo
L & E Raceways, 1109 — 23rd Avenue, San Pablo

Al's Hobby Mart, P.O. Box 11523, Palo Alto
New & Much's, 4015 Foothill Blvd., Oakland
Uniques Modelcraft, 18020 San Pablo Avenue, El
Cerrito

Rizz's Speedway, 2190 Solano Way, Concord
Pit Shop, 265 E. Campbell Avenue, Campbell
Pit Shop, 1921 Florin Road, Sacramento
Airport Raceways, 4322 Freeway Blvd., Sacramento

Trudeworth's Slot Racing Club, 2720 Wilson, Fresno
Central Valley Raceway, Stockton
Lafayette Speedway, 3421 Golden Gate Way, Lafayette
Yamada's Hobby Haven, 216 St., "H" Street, San
Mateo

Sevity's Hobby Shop, 3648 E. 14th Avenue, San
Leandro
Edna & Jerry's, 4127 — 10th Street, San Francisco
Greenback Raceways, 8131 Niles Avenue, Orangevale

Handrick's Hobbies, 433 San Pablo Avenue, Alhambra
Richmond Auto Hobbies, 12471 San Pablo Avenue,
Richmond
Hops Hobbycraft, 1182 Pearl Street, Reno

Raps Speedway, 1831 Lincoln Avenue, Reno
Minuteman Road Racing Club of Vallejo, 930 Townsend
Street, Vallejo
Vallejo Slot Racing Association, 1810 Springs Road,

Vallejo

Colorado

Larry's High Model Club, c/o Stan Jensen, 18th and
Nimrod, Aurora 8
Model Hobby Shop, 28th and Federal Blvd., Denver
Colorado Model Raceways, 3053 S. Broadway, Denver

Connecticut

House of Hobbies, 22 Newbury Ave., West Haven
Hobbyart Inc., 4713 Edmund Highway, Wilmington
America's Hobby Center, 420 Main Street, Middletown
House of Hobbies, Orangeburg, West Haven

Delaware

Wilmington Baltimore Timing Association, 681 Grand-
view Blvd., Borden Heights, Wilmington 3
Hobbyart, Inc., 4713 Edmund Highway, Wilmington

Florida

Hobby Crafters, 5736 Park Blvd., Pompano Park
Mr. B's Paints & Hobbycraft, 18920 N. 30th, Tampa
Pine Flare Mini. Car Club, 529 S. 1st., Pensacola
Cars Unlimited, 3846 S. Tuttle Ave., Sarasota

Georgia

Slot Hobbies, Rt. 3, Box 217, Griffin
Atlanta Miniature Racing Ass'n., 794 Marietta St.,
N.E., Atlanta
Slot Racing Club, 2563 Aurora Ave., NE, Atlanta

Idaho

Whitney Hobby Haven, Inc., 938 Vista Ave., Boise

Illinois

East Country Race Course, 1220 Madison St.,
Evanston
Aurora Cycle & Hobby Center, 86 E. Broadway, Aurora
Spec's Bike & Hobby Shop, 326 E. North Ave.,
Northbrook
Mini-Sisters, 9116 So. Santa Avenue, Chicago
Pit Shop Raceway, 5437 N. 7th, LaVerne Park
Dizzyland Hobby Shop, 1800 Wabash Ave., Springfield
Aurora's Minor Repairs, 2643 1/2 N. Cicero Ave.,
Chicago

Salem Slot Racing Ass'n., 5 Irvine St., Salem 3 S &
W H.O. 5618 1 Chicago, Chicago 60621
North Shore Hobby Models, Inc., 801 Davis, Evanston
Sunset Hobby Shop, 2009 West Irving Park, Chicago
Slot City, 6825 W. Chicago Ave., Chicago
Hole Hobby House, 6059 W. 53rd Street, Chicago 38
Midway Model Motoring, 9123 S. Lawler, Chicago
83 & N.H.O. R.A., 5618 S. Morgan, Chicago 60621

Indiana

Glendale Hobby, 6181 N. Hagstone, Indianapolis
Brand Riddle Toy & Hobby, 8225 Carrollton Avenue,
Indianapolis
Bob's Hobby Shop, 713 N. Main St., Mishawaka
Hobby Lobby, 1631 E. Main St., Plainfield
Karl's Hobby Shop, 414 E. Washington, Ft. Wayne
Circle City Slot Racers, 6645 N. Dearborn Street,
Indianapolis, Indiana
Lo More Raceway, 1419 S. 25th St., Terre Haute,

Illinois

Sonny's Slot Racing Association, 2301 So. Burlington
Marshall Miniature Speedway Association, 13 North
1st Street, Marshalltown
Bob Dickson, 1221 Commercial St., Aurora
The Hobby Shop, 718 10th St., Marion
Stephen's House of Vaphios, Inc., 614 W. 3rd St.,
Dayton
Tri Scale Model Road Racing Ass'n., 813 West Samuel
Street, Waterloo

Kansas

"Society Sam Hobbies," Limited Investment of First
Methodist Church, St. Francis
Harriet Williams, 2099 Clare Rd., Lawrence
Pit Racers, 288 E. 23rd St., Pittsburg

Kentucky

Frankfort Ass'n., Toy & Cycle, 2644 Franklin Ave.,
Lexington
Slot Racing Club, P.O. Box 184, Bughouse
The Hobby House, Algona's Minor Shopping Center,
Louisville

Louisiana

Hobby Guide, 4613 Forest St., New Orleans
Jerome Johnson, 800 N. Alexander St., New Orleans
Hobbyville, 4401 Chef Menteur Hwy., New Orleans

Massachusetts

Wich City Model Car Club, c/o Roger Somers, 18
Silver St., Salem
Mark Phoenix, 12 Thistle St., W. Lynn
7 Ames, 87 Congress St., Orange
John O'Brien, 12 With St., Lynn
R. Word, 18 Thistle St., Wakefield
Bill's Hobby Land, 245 Essex St., Salem
Dick Hazzard, 156 Monticello Ave., Boston
William M. McLean, 7 "Y" St., Hull
J. J. Slot Racing Club, 806 1/2 Belmont Avenue,
Springfield
Bob's, 695 Grattan St., Chicopee Falls
Kid Stuff Pit Shop, 38 Dedham Ave., Needham
Modeler's Haven, 80 Massachusetts St., Lawrence
Six Racing Club, 16 Glen St., Roxbury

East Stone Speedway, 27 Western St., Springfield.
Dick's Hobby Shop, 317 Broadway, Lynn
Gordon City Raceways, 23 County Dr. Beverly

Michigan

Ford Auto Speedway, 381 Brookwood Dr. Inland
Top Track Hobby Shop, 8271 Middlebelt, Middle-
City
Sawney Speedway, 2706 Fort. Trumbull
Spartan Hobby, 227 Ann St. E. Lansing
The Groves Raceway, Main St., Royal Oak
Mits-Way Hobby, 16137 Schoolcraft, Detroit
Mori-Five Coin & Hobby, 31208 S. Mile Rd., Livonia
Train Center, 33501 Plymouth Rd., Livonia
Whittemore Hobby, 19505 7 Mile Rd., Detroit
Norwood Detroit Hobby, 18940 W. 7 Mile Rd. Detroit
Detroit Model Raceway, 11333 Van Dyke, Detroit
M's Hobby, 13660 Fort St., Southgate
Wayne Hobby, 54818 Michigan Avenue, Wayne
J. J. Hobby, 54241 Harper, Detroit
H's Toy & Hobby, 9 Mile at Oakridge, Oak Park
Tracy's Speedway, 4319 Millan SW, Wyoming S.
Top Track, 6871 Middlebelt, Garden City
Jack's Model Shop, 3502 Fenton Rd. Flint
S-Q Model Race Club, 20400 Hanna, Detroit
The Erie Shop, 8423 N. Cedar St. Holt
Stapletons Slot Raceways, M59 & Pontiac Lk. Rd.
Pontiac

Minnesota

The Dunes of DHI, 1009 W. 13th St. Winnetka
Metical Center Cycle, 5540 W. Broadway, Minneapolis

Mississippi

Eclectic Liberty Club, 806 West Hump St., Liberty
Denn's Den, 7114 Prospect, Kansas City
Kane's Hobby Shop, 5300 E. 24th St., Kansas
City

Model Car Racing Club, 8304 Westminster Place, St.
Louis 30

Missouri

Magic City Model Racing Assoc., 132 Santa Fe Dr.,
Billings

Montana

Traktion Motors, 5515 Woodworth Ave. Omaha
Hobby Center, 5111 Military Ave., Omaha
Traktion Motors Ass'n., Omaha 6

New Hampshire

Model Road Racing Club, Box 296, Charleston
New England Hobby & Sports Center, 94 W. Pearl St.
Raphan

New Jersey

Richard Erickson, 517 20th St., North Bergen
Totems Hobby Shop, 385 Union Avenue, Paterson 2
Instant Speedway, 549 Laurel Ave., Hazel
Colonia Speedways, 70 Berkeley, Colonia
Tiny Toys, Inc., 236 W. Front St., Plainfield
Richard N. Hughes, 45 Hemlock Road, Short Hills
Twin Fargues, 22 Morris Dr., Na-Na-Ken
Alan Douglas, 160 Lincoln
Tri-O-Rama, U.S. Route 46 Parsippany
Vince's Hobby House, 558 Lexington Ave., Clifton
Kymal Lane, Beachwood
Ramos Hobby, 142 Hanna St., Princeton
Slot Racers, 170 Monroe Ave., Trenton
Tiny Toys, Inc., 236 W. Front St., Plainfield
Hi-Way Hobby House, U.S. 37, Ramsey
Rich's Hobbyhouse, Inc., U.S. Route 46, Parsippany
Hunt Track Racing, 1241 Follenstone Way, Cherry Hill
Scots Speedway, 73 Fairview Avenue, North Plainfield
New Jersey Slot Racing Ass'n., 62 White St. Red-
bank (change)
Denny's Hobby Shop, 178 N. Washington Ave., Ber-
genfield

New Mexico

Art Fink Raceways, 1784 Central Ave. S.E., Albu-
querque

New York

Hobby Haven, 628 Winton Rd. S. Rochester 9
Frank's Speedway, 4263 Catherine Dr. Williamsville 21
The Scavengers, 540 Morris St. Albany 8
Newport Slot Racing Club, 124 Rose Dr. Newport
Robert Hermonian, 90 McLean Ave. Yonkers
Matthew Parzych, 26 Perdue Rd., Glen Cove
BH Modelz — 46-45 60th Pl. Ridgewood
Rochester Raceways, 623 Portland Ave. Rochester 9
Model Builders of America, 432 E. 149 St. Bronx

North Carolina

Westchester Miniature Auto Racing Society, Earl By-
ronds — 184 Highland Ave., Yonkers
Pete's Hobby Department Store, 314 Fifth Ave. New
York City
A & J Hobby House, 19 Auburn Ave. Union Slot Racing
Club, 33 1/2 Ave. Latham
"The Scavengers," 230 Whitehall Road, Albany
East Scholastic TT Racers, East Scholastic, New York 12063
Race-A-Rama, 3329 Marlow Ave. Buffalo
T.H.A. Mini-Masters, 409 Elm St., Albany, (change
Scavengers)
Chaparral, 1727 Mechanics Ave., Niagara Falls
Miniature Race Club, 35 Mitchell Rd. Rochester

North Carolina

Tammy Poe, 4901 Herrick Rd. Charlotte
Catalina Auto Modeler's Slot Division, 518 Belmont
Rd., Belmont
Bill Scott, 5301 Randolph Road, Charlotte
Rudie Haines, 978 Wallington Rd., Winston-Salem
Diamond Motor Speedway, 1621 Lyncrest Ave., Cam-
pello
John Zeman, 3900 Siskin Rd., Charlotte

Jerry Oberman, 6127 Haxwell Ave., Cincinnati
Lakewood Scale Model Raceways, 17114 Detroit Ave.,
Cleveland
Carrad Course, 2728 Cypress Way, Cincinnati
Forest City 1/20th, c/o Ray Smith, 3344 Linden
Rd. Rocky River 16
Lynch Hobby Shop, 812 Bennett St., Marion
Slot Racing Center, 3154-56 Madison Rd., Cincinnati
Race-O-Rama, 13711 Madison, Lakewood 7
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MacDonald Enterprises, 6815 Snow Rd., Cleveland
Bedford Model Raceway, 685 Broadway, Bedford
Garfield Model Raceway, 5829 Tenney Road, Garfield
Mount City Model Club, 1078 Stewart Street, Newark
MacDonald Enterprises, 6815 Snow Road, Cleveland

Oklahoma

Speedcraft Hobby Center, 790 N. Main St., Owasso
Oklahoma City Slot Racing Ass'n., Exuma Enterprises,
Inc. 2712 N.W. 10th St. Oklahoma City
Big Top Hobbies, Milbrook 2106 S.W. 58, Oklahoma
City

Robin Ridge Miniature Hot Slotlers, 3009 Robin Ridge
Rd., Oklahoma City

Oregon

Northwest Scale Racing Association, 1728 N.E. 48th
St., Portland
Western Scale Speedway Ass'n., 486 Minamata St.
Laboon
Miracle Miles, Highway 101, Box 643, Telf.
Pacific Northwest Miniature Racing Ass'n., 426 Stain
St. Salem

Pennsylvania

Carmichael's Slot Car Racing Ass'n., 212 Pine St.,
Carmichael
Baby Town Toys, Burslemann Pike & 202, Morris-
town Sq., Harrisburg
Joy McCoy, 272 Broughton Lane, Villanova
John A. Sacco, Jr., 30 Ingram Ave., Pittsburgh 5
Alfred Hobbies, 21 So. 15th St., Phila.
Drag City, Street Rd. & Paxton Pike, Feasterville
Trainings, Inc., 3401 Saw Mill Blvd., Dranswood
(Pgh. 27)
Northwest Slot Racing Ass'n., 793 Crescent Ave.,
Reading
Freeze Sale Model Speedway, 1031 Stain Street, Erie

Rhode Island

The Snake Pit, 132 Brook St. Woonsocket
Cambridge Speedway, 244 Millip Rd., Cumberland

South Carolina

Model Auto Racing Association of Columbia, 1801
Green St. Columbia
Wood Raceways, Inc. #1 4119 W. Ballantine Boul-
vard Columbia
Mader Raceways, Inc. #2, 1129 S. Avenue, West
Columbia
Model Auto Racing Ass'n., of Columbia, 2512 Confor-
berry Rd., Columbia

SOUTH DAKOTA

Tom's Hobby Shop, Third Avenue and Lincoln, Albu-
querque

Tennessee

Hobbycraft, 4003 Hillshire Rd., Nashville
Southern Appalachian Miniature Road Racing Ass'n.,
914 E. Carter St., Kingsport
Slot Car Racing Assoc. of Murfreesboro, 832 Main St.,
Murfreesboro
Hobbycraft Hobby Shop, 4883 Hillshire Rd., Nashville
Model-Rama Raceway, 3177 Poplar Ave., Memphis

Texas

Ottawa Raceway, 837 W. Davis, Dallas
C. K. Beck Co., 429 N. McCullagh Ave., San
Antonio
S & L Raceway, c/o James Smith, 717 So. 11th,
Temple
Austin Scale Road Racing Ass'n., 1762 Red River
St. Austin
Hobby Town, 8224 Cedar St. Houston
Space City Racers, 5700 Bain Pl. Tyler
Action Speedway, 837 W. Davis St. Dallas
Ace Hobbies, 5409 Northing, Houston
The Slot, 4848 Hanna Penn Drive, El Paso 79904

Utah

Utah Modeler Speedway — Douglas Models, 122 E.
2nd South, Salt Lake City
Keith's, 178 East 9th St., Salt Lake City

Virginia

National Capital Model Raceway, 1125 W. King St.,
Alexandria
Miniature Auto Hobby-Rama, 519 S. 23rd St., Arling-
ton

Washington

Parkers, Burton Hobby Center, 518 S.W. 162nd,
Seattle
Empire Hobbies & Crafts, 6748 Empire Way South,
Seattle
Pit Stop Speedway, 12706 Rent On Ave., So. Seattle
Crystall Hobbies, 418 Capital Way, Olympia
Columbia Cycle & Toy, 134 S. Mission St., Wenatchee
Slot Racing Assoc., 1746 - 37th SW, Seattle 28

West Virginia

So. Chat. Speedway Slot Racing Club, 5807 Indiana
Avenue, South Charleston, West Virginia

Wisconsin

Sattin, 2824 N. 48th St., Milwaukee
Road Angel Auto Club, 1054 Elmora St., Green Bay
Oklahoma Hobby Shop, 1183 W. Oklahoma Blvd.
Milwaukee
Tri-City Dragway, c/o Donald Schmidt, Box 218,
Stefford
Midwest Scale/Racing Association, 2474 So. S. Place,
Milwaukee
Racing Association, 1337 So. 98 St., West Allis
Fries Hobby Studio, 47 N. Main St. Fond du Lac
The Gear Strippers Slotting Club, 7911 West Edgerton
Avenue, Milwaukee

Canada

Newport Slot Car Racing Club, 6 Solimar Road,
Wexford, Ontario
Nigh's Variety Shop, 3847 Bloor St., West, Ingleton,
Ontario
Tom Carter, 53 Columbia St., W., Waterloo, Ontario
Elmichs Model Racing Car Club, Nigh's Variety
Hobby, 3847 Bloor St. W. Toronto
Masport Racing Club, 5 Selmar Ave., Toronto
Klein's Hobby & Sporting Goods, 3187 Bathurst St.
Toronto
Joe's, 1416 Gerrard St., E., Toronto
Hamilton & District Model Car Racing Club, 39 Ros-
well St., Hamilton, Ontario
Ken Hopkins Cycle & Sports, 2618 Yonge St., Toronto
12, Ontario
Dora Ebernell, 9884 137th St., Edmonton, Alberta
Model Racing Club, 2740 Alma Rd., Vancouver, B.C.
Maple Leaf, 8087 147 A Street, N. Surrey, British
Columbia
The Vancouver Model Racing Car Club, 2864 Euclid
Street, Vancouver British Columbia
Zoom Miniature Race Tracks Ltd., 346 Cumberland
Avenue, Winnipeg, Manitoba
Drummond Slot Racing Club, 75 St. Boulevard,
Drummondville, Quebec

Yukon

1/32 Model Speedway Racing Club, 193 Summit
Street, Fairbairn, Alaska

SLOT RACER'S

NEW IDEAS IN RACING MODIFICATIONS

HOW TO MAKE AN UNDERPASS

by George Siposs

A lot has been written about overpasses, which are usually part of a figure-eight layout. An underpass also solves the figure-eight problem.

An underpass can be as long or short as you like it. It can be part of the bumpy portion of your course which is introduced to make driving more hazardous. The main thing to keep in mind

is that the transition from the basic track to the underpass has to be very smooth and gradual otherwise the cars will bottom or lose contact.

Construction is simple. Cut $\frac{1}{4}$ " untreated masonite to the required width and length. The two border sections can be narrower than the actual track sections. Nail the strips to cross pieces

at 6 inch intervals. Bend them to shape and fasten them to the underside of the track by roughly triangular shaped side pieces made of plywood. It is not necessary, although desirable to have side walls running along the whole length of the masonite strips. Wiring is done via the conventional power tapes connected to the rest of the course.

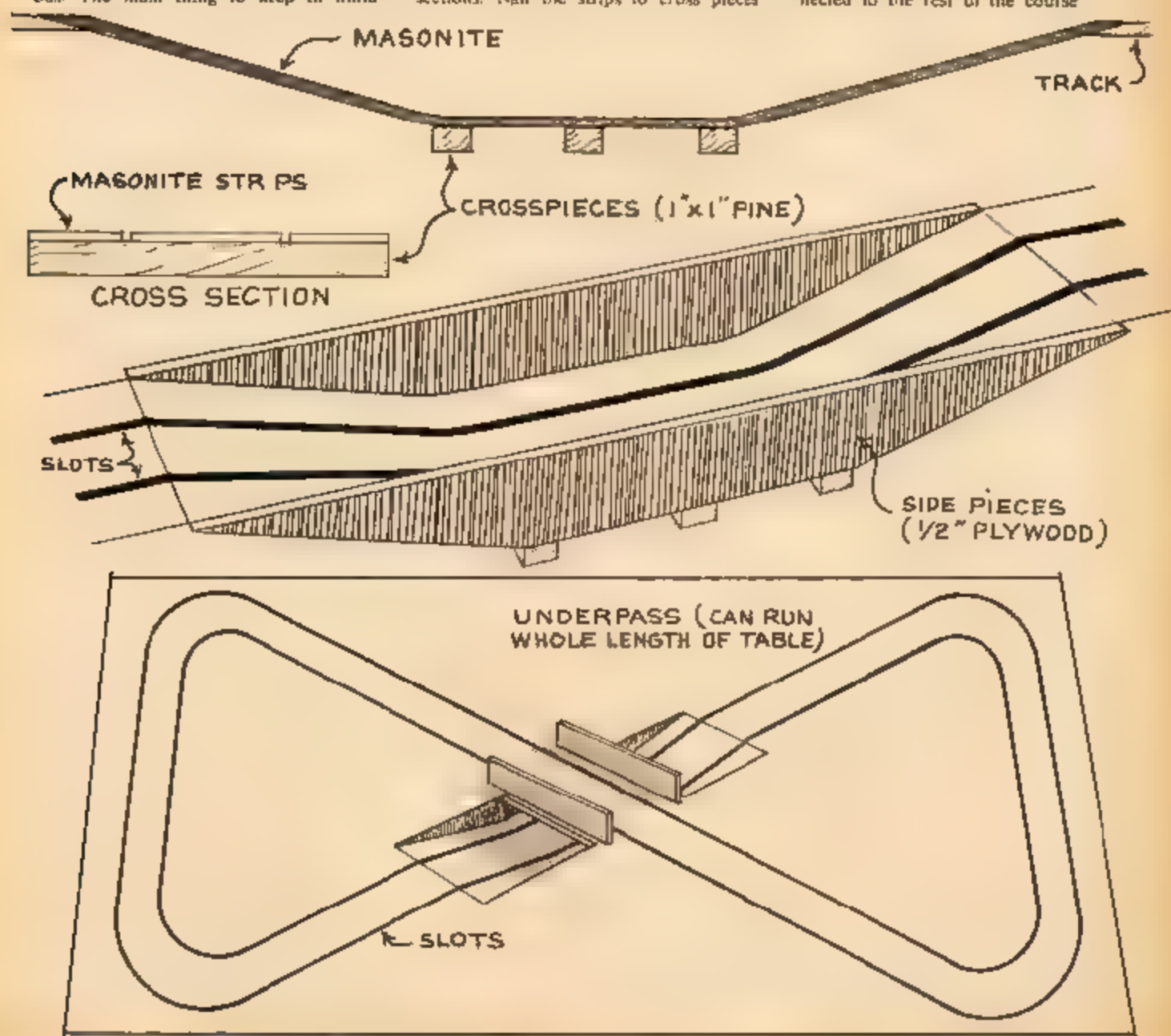
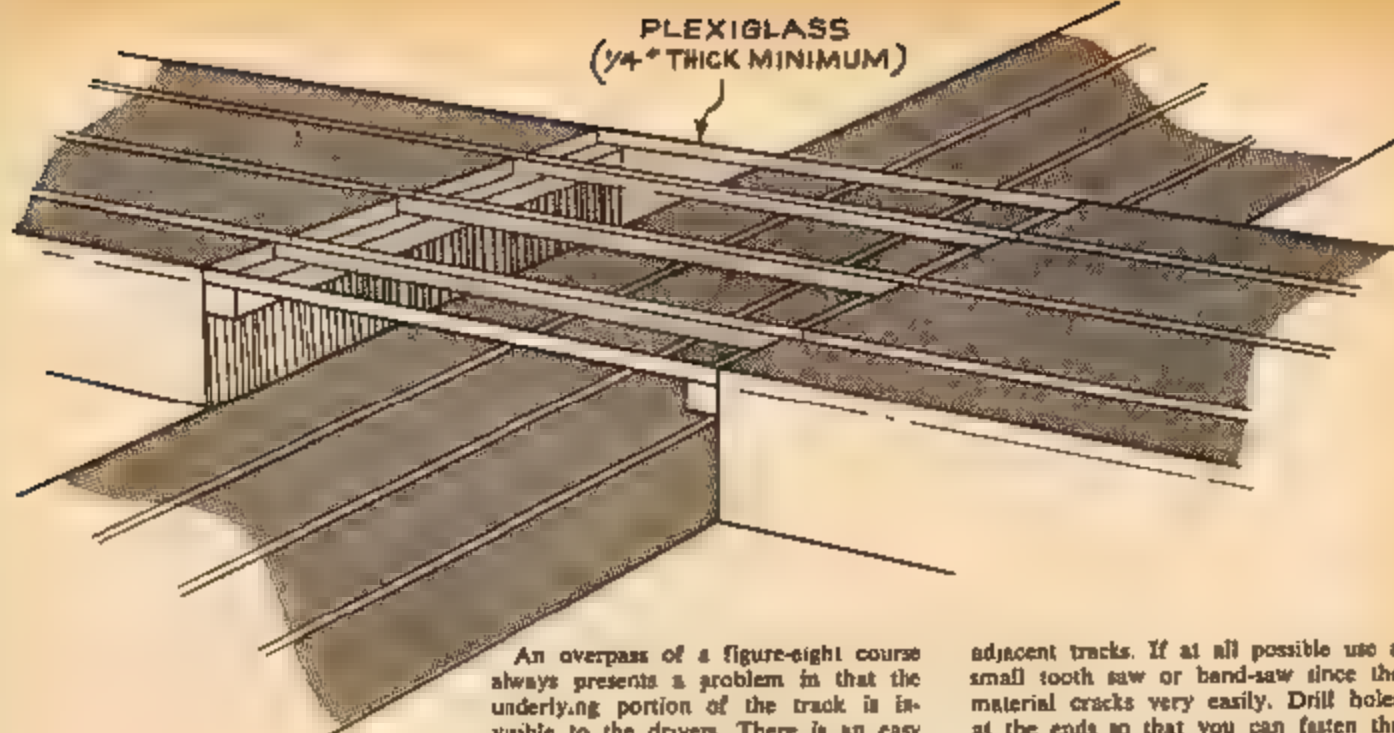


FIGURE-EIGHT WITH UNDERPASS

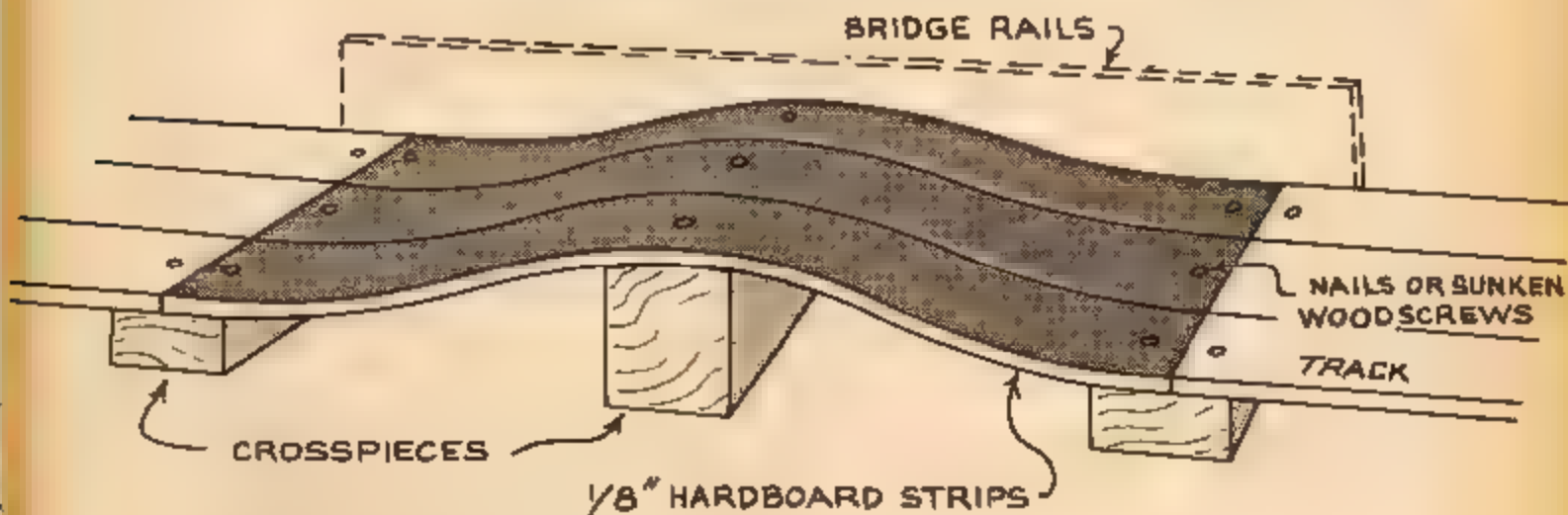


OVERPASS

An overpass of a figure-eight course always presents a problem in that the underlying portion of the track is invisible to the drivers. There is an easy solution to this: Make the upper track section out of plexiglass. Usually the plexiglass has adhesive paper protection on both sides. Do not remove these until the proper width and length sections have been cut off. Just cut the plexiglass to the exact spacing of the

adjacent tracks. If at all possible use a small tooth saw or hand-saw since the material cracks very easily. Drill holes at the ends so that you can fasten the sections to a base at each end. Carefully rout recesses for the slot tape, or, since most overpasses are straight anyway, just cement the tape on the top of the track without a recess.

This method is excellent to improve visibility though realism suffers



MAKING BUMPS FOR A SLOT TRACK

A bump on the road surface creates realism in addition to being a road hazard. A bump can also be part of a bridge. The opposite of a bump, the depression, also makes a challenging road hazard. Their construction is quite easy and well worth the effort.

At a chosen stretch of the track, eliminate the plywood base. Cut $\frac{1}{8}$ " hardboard strips to a slightly longer length than the missing section. The width of the strips is such that one serves

as the center section (thus determining the spacing of the slots) while the other two serve as border strips. The strips are nailed to crosspieces whose thickness will determine the height of the bump or depth of the depression.

The tape is fastened to the track surface in the conventional manner and electrically connected to the rest of the power tapes.

Use flat black paint or other paint to match the rest of the road surfaces.

"TENT"

KEEPS OUT DUST

If you are constantly plagued by dust depositing on your track (if your track is in the garage or in the basement) here is an easy way out.

Buy a house painters plastic drape sheet and fasten it to a frame made up from 1×1 inch pine wood. This "tent" is hung over the track and is raised whenever the track is in operation. By means of light rope or string and pulleys,

Continued on next page

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SLOT RACERS WORKSHOP

Continued from preceding page

it can be lowered over the track when you are away.

I found that the scenery trees and buildings can be kept fresh and clean looking by this simple method. If the track is located in the corner two sides of the plastic sheet can be fastened onto the walls behind the track. Make a frame for two sides only. In this case only one corner of the frame needs to be operated by the string.

LET'S HAVE A STANDARD ELECTRICAL CODE for Model Car Racing

by Al Zirol

Since electrical systems usually remain unseen, they also are far from uniform. As a result, you may drive to another area and visit a new track . . . your car fits the track, the pick-up brushes line up, and you usually have to ask the proprietor how to connect the control. Now the control, if fitted with brakes, may or may not have identifiable leads. In any case, it is advisable to test for sparks on a trial and error basis.

If you are fast enough, you seldom blow a fuse or smoke out the control, but sometimes you forget to ask what voltage and power source is being used.

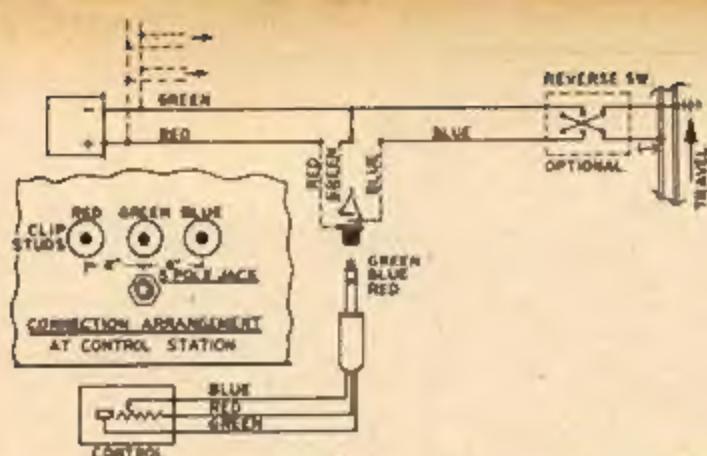
About the time your controller lights up, you realize that this track uses 18 volts out of a 160 AH storage battery, so either don't race or dig in the bruised pocket for the price of a new control, after all, you can add the old one to the already brimming spare parts department.

It's not the proprietor's fault the circuit works fine for his regular customers. So there may be anywhere from two to four more or less marked nails or screws to play controller roulette with. It all adds to the uncertainty of the sport and helps to pay the overhead.

Now wouldn't it be great if it were possible to go to any track anywhere and find something as familiar as the old radio jack or as unmistakable as three alligator clip studs with red, green and blue circles around them? — Also, if the paint had worn away, wouldn't it be nice to know that the studs were arranged from left to right in that order?

Several organized groups with only regional influence have made significant and valiant attempts to extend the already achieved standards for cars and tracks to include a sound electrical standard. The concepts adopted have often been formed to fit the particular local situation or only superficially thought through to include the best facility for future growth and new developments in the generally unsatisfactory controller problem.

It is now time to make a composite of the various systems and add a few common sense features which can do away with "controller roulette" and pre-



sent it to all you racing enthusiasts. In its simplest diagram form it looks like this:

Yes, various features are in conflict with local practice. Easterners and the British connect the positive to the left rail . . . Westerners to the right. But many Westerners are wired with the control in the negative side of the circuit which is bad for transistor controls, so it looks like about an evenly distributed rewiring problem for all.

Actually, if all the tracks and manufactured goods were to follow this complete standard, no reversing switches would be required; however a few tracks use the reversing switch as a means of injecting variety in their course. So if a switch must be used, and it is optional, it should be placed between the controller and the individual lane. This arrangement will eliminate the danger of blowing a transistorized control or making it non-operative due to reversed polarity.

Adoption of this system can be accomplished by track clubs, operators,

private builders and manufacturers with very little effort and expense.

Why not do it? It can be done with amazing ease if all drivers talk it up at their favorite tracks. We have as yet no really effective national organization to sponsor this . . . but individual efforts can achieve the same end.

A few words should be added regarding the plug and jack. These are regular 3-pole stereo radio plugs which are readily available anywhere. The surplus telephone switchboard plugs and jacks available through surplus houses *should not be used* because they may not always be found in all areas. If you personally do not want brakes, do not use a 2-pole plug . . . stay with the 3-pole plug connecting only the red and blue wires.

Some manufacturers are already pledged to using the red, blue and green leads in their future production. It is a safe bet that more will follow. As a bonus offer for putting this standard over, you may expect to see more and better control units developed in the near future.

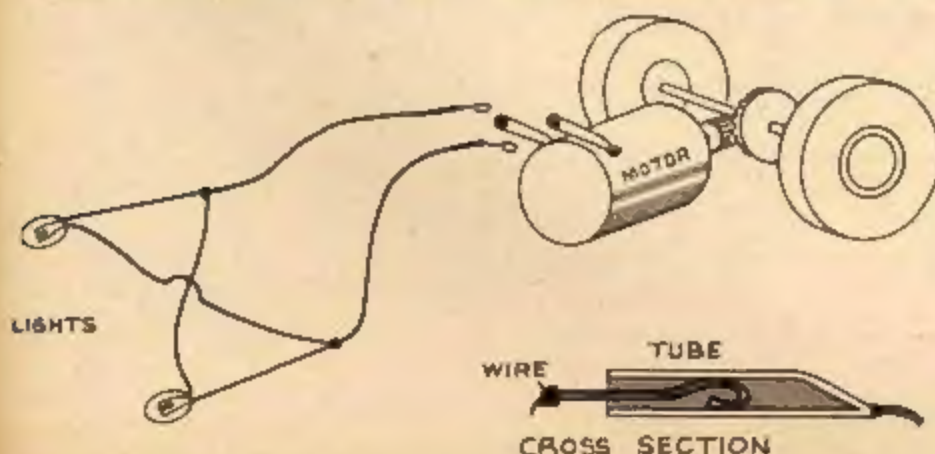
INEXPENSIVE ELECTRICAL CONNECTOR

by George Siposs

Having lights fastened to the inside of the car body usually presents a problem in that the wires are terminated at the motor. Whenever the body is taken off the chassis, the hook-up wires still connect the two parts, thus, working on the chassis becomes difficult.

To make a simple electrical connector for your lights, do the following. Solder two little brass tubes to the motor terminals. For brass tubes you can use

ball point pen tubes provided they are first washed out in alcohol. Terminate the wires leading to the lights, by soldering stiff copper wires to them, at the point where they are to meet the power leads (brass tubes in this case). Bend the copper wires into a "U" shape and stick them inside the brass tubes. If the "U" has the right shape and dimensions, it will make a good reliable connection even under severe vibration conditions.



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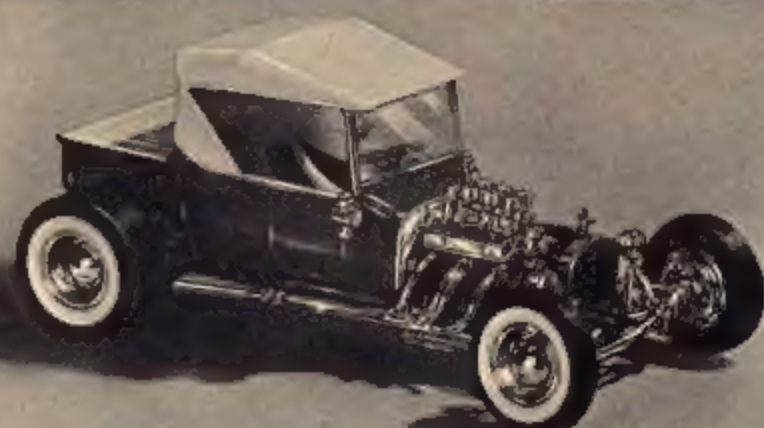
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Slot Racing Motors
Continued from page 47

commutator is ground true after assembly, as are most good motors. Torque is considerable, being spread over a fairly wide range, and it develops .0034 HP at 14,000 rpm. The double end shafts are exactly 11/16" long at each end. This motor can also be had wound for six volts. The 12 volt DC65A has been one of the most successful sidewinders going, ever since its inception. It is the baby of the Pittman sidewinder family. For the 1/24th scale fans, and the quarter-milers, progressively larger Pittman sidewinders can be had, going up through the 85A intermediate duty motor, the 95B heavy duty job, and the stump puller, the 105A.

While we are on the subject of big, powerful motors, let us examine "the beastie of them all", the Kemtron Screamin' Banshee X-503 and X-503-8 motors. Either of these Japanese-made sidewinders will tear the tail off a torque wrench, and their main claim to fame is superiority at the drags. For road racing they are pretty heavy. The X-503 produces the ultimate speed at 36 volts while the X-503-8 comes on strongest at 20 volts. A bit much for road racing! Either of these terrors will lay rubber instantly if given the slightest chance. Both motors sell for \$6.50 each, exactly the same price as the Pittman 65A. The Kemtron has a rather sinister reputation for coming unglued at the end of the quarter, but it always seems to wait until it reaches the finish line ahead of the competition. When using truly brutal motors such as these Kemtrons it is advisable to use the best quality gears available.



Tyco has a very versatile line of mills.



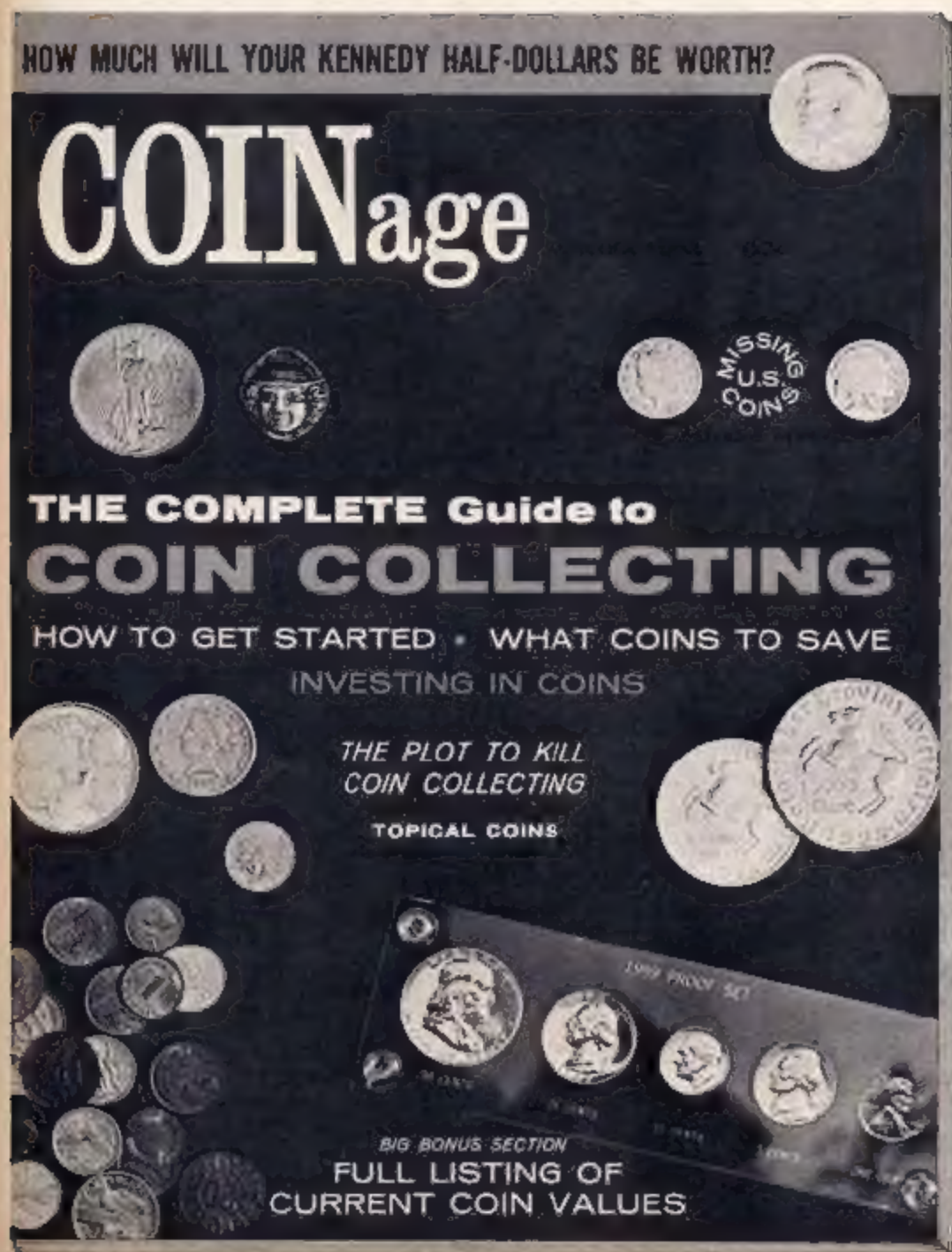
Kemtron's X-503 "Screamin' Banshee".

It is very nearly impossible to keep up-to-date with the motors that are being made available to the slot racer today. Most are very good indeed, but the slot racer is the one who still decides if the motor will stay on the scene or disappear as so many have done in the past. Judicious use of the almighty dollar is still the most effective club you can wield. Buy cautiously and with good judgement, and the good motors will stay with us a long time.

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Dynamic News

THE "WORD" FROM DYNAMIC MODELS

Vol. 1, No. 2

Van Nuys, California

October, 1964

TOM, DICK, HARRY AND ALICE SHOW VERSATILITY OF DYNAMIC MODELS' QUALITY RACE CAR PRODUCTS.

The four exciting winners shown below were built from Dynamic Models' quality components, designed and manufactured by Dynamic . . . and all components are interchangeable.



TOM heard about the powerful Tradeship MK-70 and so he bought the mount for this motor to replace the Pittman 65 motor mount he had.



DICK, with a $\frac{1}{8}$ " axle in the front of his car, bought a drop flag to improve his car's action. Dick also is using the new Dynamic Chrome Drag Mag wheel and tire for top performance with his Pittman 705 motor.



HARRY bought a brass tongue to give him a soldering base on his car. Also he experimented with soft, medium and hard slicks from Dynamic;

finally settling on medium for his favorite car and track. Harry is using the new slotted wheels on the rear, too!



ALICE has made a winning combination with her faithful Mabuchi motor. Of course, she is also using the new 1/32 scale independent rotation front end and the aluminum tongue with the 1/8" hole rather than the 3/16" so she could experiment with 1/8" postguide flags.

Once you have started experimenting you too can soon find the winning combination for your car and track! Look at the many, many options listed below! (All good-looking too!)

	TOM	DICK	HARRY	ALICE
Motor Mount	Tradeship MK-70	Pittman 705	Tyco 901	Mabuchi
Tongue	Brass	Aluminum	Brass	Aluminum
Front end	$\frac{1}{8}$ " Roller bearing	Drop flag	1/16 wire	Independent 1/32 scale
Rear wheels	1/24 Mag—chrome	Drag—chrome	1/24 slotted	1/32 set screw
Rear tires	1/24 slick—soft	Drag tire	1/24 slick—med.	1/32 slick—hard
Front wheels	1/32 Mag—chrome	1/32 Mag—chrome	1/32 reverse rim	1/32 reverse rim
Front tires	1/32 road	1/32 road	1/32 road	1/32 road
Pick-up	3/16" post	3/16" post	3/16" post	1/8" post
Weight	Yes	Yes	No	Yes
Body mount	2.7"	2.7"	1.5"	1.5"
Knock-off-nuts	2-prong	3-prong	2-prong	3-prong
Axles	3" hardened & ground	2 $\frac{3}{4}$ " hardened & ground	2 $\frac{1}{4}$ " economy	2 $\frac{1}{2}$ " economy

Don't forget! Dyna-Mile chassis also built to mount Pittman 65, 60, 70, and 195; they're Dynamic!

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